

DRAFT

Environmental Impact Report

Perris Airport Logistics Center Project

TPM 38412, DPR 22-00005, and CUP 23-05107

June 2025

Lead Agency:



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Table of Contents

Executive Summary	ES-1
ES.1 Introduction.....	ES-2
ES.2 Project Location and Setting	ES-2
ES.3 Project Description	ES-2
ES.3.1 Project Alternatives	ES-3
ES.4 Issues To Be Resolved	ES-4
ES.5 Areas of Controversy	ES-5
ES.6 Summary of Significant Environmental Impacts	ES-7
Chapter 1 Introduction	1-1
1.1 Purpose of the Environmental Impact Report.....	1-1
1.1.1 California Environmental Quality Act Compliance	1-1
1.1.2 Lead Agency and Responsible Agencies	1-1
1.2 Environmental Procedures	1-2
1.2.1 EIR Format	1-2
1.2.2 Type and Purpose of This EIR.....	1-4
1.3 Scoping Process.....	1-4
1.3.1 Notice of Preparation	1-4
1.4 Scope of the Environmental Impact Report.....	1-10
1.4.1 Potentially Significant Adverse Impacts	1-10
1.5 Public Review of the Draft EIR/Final EIR	1-11
1.5.1 Final Environmental Impact Report and Certification	1-11
1.6 Documents Incorporated by Reference	1-12
Chapter 2 Project Description	2-1
2.1 Project Location.....	2-1
2.2 Project Objectives.....	2-2
2.3 Project Components	2-2
2.4 Project Description	2-3
2.4.1 Project Description.....	2-3
2.5 Project Construction and Site Preparation	2-10
2.6 Project Operational Characteristics	2-11
2.7 Required Permits and Actions	2-12
Chapter 3 Environmental Setting	3-1
3.1 Regional Setting	3-1
3.2 Project Location.....	3-1
3.3 Land Uses	3-1

3.3.1	Existing General Plan Land Use and Zoning Designation	3-1
3.3.2	Surrounding Land Uses and Zoning Designations	3-2
3.3.3	Airport Land Use	3-3
3.4	Existing Physical Site Conditions	3-3
3.4.1	Land Use	3-4
3.4.2	Aesthetics and Topographic Features	3-4
3.4.3	Land Cover/Vegetation	3-4
3.4.4	Climate and Air Quality	3-4
3.4.5	Cultural Resources and Tribal Cultural Resources	3-6
3.4.6	Geology and Landform	3-6
3.4.7	Hazards and Hazardous Materials	3-6
3.4.8	Hydrology and Water Quality	3-7
3.4.9	Noise	3-7
3.4.10	Public Infrastructure and Services	3-7
3.4.11	Transportation	3-9
Chapter 4	Environmental Analysis	4-1
4.1	Aesthetics	4.1-1
4.1.1	Environmental Setting	4.1-1
4.1.2	Thresholds of Significance	4.1-5
4.1.3	Regulatory Implementation	4.1-5
4.1.4	Environmental Impacts	4.1-6
4.1.5	Cumulative Impacts	4.1-12
4.1.6	Level of Significance Before Mitigation	4.1-13
4.1.7	Mitigation Measures	4.1-14
4.1.8	Level of Significance After Mitigation	4.1-14
4.2	Air Quality	4.2-1
4.2.1	Environmental Setting	4.2-1
4.2.2	Thresholds of Significance	4.2-20
4.2.3	Regulatory Implementation	4.2-25
4.2.4	Environmental Impacts	4.2-25
4.2.5	Cumulative Impacts	4.2-37
4.2.6	Level of Significance Before Mitigation	4.2-38
4.2.7	Mitigation Measures	4.2-39
4.2.8	Level of Significance After Mitigation	4.2-39
4.3	Biological Resources	4.3-1
4.3.1	Environmental Setting	4.3-1
4.3.2	Thresholds of Significance	4.3-14
4.3.3	Regulatory Implementation	4.3-15
4.3.4	Environmental Impacts	4.3-15
4.3.5	Cumulative Impacts	4.3-25

4.3.6	Level of Significance Before Mitigation	4.3-27
4.3.7	Mitigation Measures.....	4.3-28
4.3.8	Level of Significance After Mitigation	4.3-31
4.4	Cultural Resources	4.4-1
4.4.1	Environmental Setting.....	4.4-1
4.4.2	Thresholds of Significance.....	4.4-23
4.4.3	Regulatory Implementation	4.4-23
4.4.4	Environmental Impacts	4.4-24
4.4.5	Cumulative Impacts	4.4-26
4.4.6	Level of Significance Before Mitigation	4.4-27
4.4.7	Mitigation Measures.....	4.4-27
4.4.8	Level of Significance After Mitigation	4.4-30
4.5	Energy	4.5-1
4.5.1	Environmental Setting.....	4.5-1
4.5.2	Thresholds of Significance.....	4.5-15
4.5.3	Regulatory Implementation	4.5-15
4.5.4	Environmental Impacts	4.5-15
4.5.5	Cumulative Impacts	4.5-19
4.5.6	Level of Significance Before Mitigation	4.5-20
4.5.7	Mitigation Measures.....	4.5-20
4.5.8	Level of Significance After Mitigation	4.5-21
4.6	Geology and Soils	4.6-1
4.6.1	Environmental Setting.....	4.6-1
4.6.2	Thresholds of Significance.....	4.6-8
4.6.3	Regulatory Implementation	4.6-9
4.6.4	Environmental Impacts	4.6-9
4.6.5	Cumulative Impacts	4.6-17
4.6.6	Level of Significance Before Mitigation	4.6-18
4.6.7	Mitigation Measures.....	4.6-19
4.6.8	Level of Significance After Mitigation	4.6-20
4.7	Greenhouse Gas Emissions	4.7-1
4.7.1	Environmental Setting.....	4.7-1
4.7.2	Thresholds of Significance.....	4.7-16
4.7.3	Regulatory Implementation	4.7-16
4.7.4	Environmental Impacts	4.7-16
4.7.5	Cumulative Impacts	4.7-20
4.7.6	Level of Significance Before Mitigation	4.7-21
4.7.7	Mitigation Measures.....	4.7-21
4.7.8	Level of Significance After Mitigation	4.7-22
4.8	Hazards and Hazardous Materials	4.8-1
4.8.1	Environmental Setting.....	4.8-1

4.8.2	Thresholds of Significance.....	4.8-14
4.8.3	Regulatory Implementation.....	4.8-15
4.8.4	Environmental Impacts	4.8-15
4.8.5	Cumulative Impacts	4.8-24
4.8.6	Levels of Significance Before Mitigation	4.8-26
4.8.7	Mitigation Measures.....	4.8-27
4.8.8	Levels of Significance After Mitigation	4.8-27
4.9	Hydrology and Water Quality.....	4.9-1
4.9.1	Environmental Setting.....	4.9-1
4.9.2	Thresholds of Significance.....	4.9-9
4.9.3	Regulatory Implementation.....	4.9-10
4.9.4	Environmental Impacts	4.9-12
4.9.5	Cumulative Impacts	4.9-19
4.9.6	Level of Significance Before Mitigation.....	4.9-21
4.9.7	Mitigation Measures.....	4.9-21
4.9.8	Level of Significance After Mitigation.....	4.9-21
4.10	Land Use and Planning	4.10-1
4.10.1	Environmental Setting.....	4.10-1
4.10.2	Thresholds of Significance.....	4.10-5
4.10.3	Regulatory Implementation.....	4.10-6
4.10.4	Environmental Impacts	4.10-6
4.10.5	Cumulative Impacts	4.10-28
4.10.6	Level of Significance Before Mitigation.....	4.10-29
4.10.7	Mitigation Measures.....	4.10-30
4.10.8	Level of Significance After Mitigation.....	4.10-30
4.11	Noise	4.11-1
4.11.1	Environmental Setting.....	4.11-1
4.11.2	Thresholds of Significance.....	4.11-14
4.11.3	Regulatory Implementation.....	4.11-14
4.11.4	Environmental Impacts	4.11-15
4.11.5	Cumulative Impacts	4.11-25
4.11.6	Level of Significance Before Mitigation.....	4.11-27
4.11.7	Mitigation Measures.....	4.11-27
4.11.8	Level of Significance After Mitigation.....	4.11-28
4.12	Recreation	4.12-1
4.12.1	Environmental Setting.....	4.12-1
4.12.2	Thresholds of Significance.....	4.12-3
4.12.3	Regulatory Implementation.....	4.12-3
4.12.4	Environmental Impacts	4.12-3
4.12.5	Cumulative Impacts	4.12-5
4.12.6	Level of Significance Before Mitigation.....	4.12-6

4.12.7 Mitigation Measures.....	4.12-6
4.12.8 Level of Significance After Mitigation.....	4.12-6
4.13 Transportation	4.13-1
4.13.1 Environmental Setting.....	4.13-2
4.13.2 Thresholds of Significance.....	4.13-11
4.13.3 Regulatory Implementation.....	4.13-11
4.13.4 Environmental Impacts	4.13-12
4.13.5 Cumulative Impacts	4.13-29
4.13.6 Level of Significance Before Mitigation.....	4.13-30
4.13.7 Mitigation Measures.....	4.13-30
4.13.8 Level of Significance After Mitigation.....	4.13-32
4.14 Tribal Cultural Resources	4.14-1
4.14.1 Environmental Setting.....	4.14-1
4.14.2 Thresholds of Significance.....	4.14-9
4.14.3 Regulatory Implementation.....	4.14-10
4.14.4 Environmental Impacts	4.14-11
4.14.5 Cumulative Impacts	4.14-13
4.14.6 Level of Significance Before Mitigation.....	4.14-13
4.14.7 Mitigation Measures.....	4.14-14
4.14.8 Level of Significance After Mitigation.....	4.14-16
4.15 Utilities and Service Systems	4.15-1
4.15.1 Environmental Setting.....	4.15-1
4.15.2 Thresholds of Significance.....	4.15-10
4.15.3 Regulatory Implementation.....	4.15-10
4.15.4 Environmental Impacts	4.15-11
4.15.5 Cumulative Impacts	4.15-17
4.15.6 Level of Significance Before Mitigation.....	4.15-19
4.15.7 Mitigation Measures.....	4.15-19
4.15.8 Level of Significance After Mitigation.....	4.15-20
Chapter 5 Alternatives	5-1
5.1 Significant and Unavoidable Impacts	5-1
5.2 Project Objectives.....	5-2
5.3 Alternatives Considered But Rejected.....	5-2
5.3.1 Site Excavation Alternative	5-2
5.3.2 Preliminary Review 21-05008 Site Plan Alternative	5-4
5.4 Analysis of Project Alternatives Selected for Evaluation	5-4
5.4.1 Alternative 1: No Project/No Development Alternative	5-7
5.4.2 Alternative 2: Single Building Site Plan Alternative.....	5-12
5.4.3 Alternative 3: Reduced Intensity Alternative	5-22
5.5 Environmentally Superior Alternative	5-32

Chapter 6 Other CEQA Considerations	6-1
6.1 Impacts Found Not to Be Significant	6-1
6.2 Significant and Unavoidable Environmental Impacts	6-2
6.3 Significant Irreversible Changes Due to the Proposed Project.....	6-2
6.4 Growth-Inducing Impacts.....	6-3
6.4.1 Elimination of Obstacles to Growth.....	6-5
6.4.2 Economic Expansion or Growth	6-5
Chapter 7 List of Preparers and Agencies Consulted.....	7-1
Chapter 8 References	8-1

Figures

Figure 2-1. Regional Location	2-15
Figure 2-2. Project Site	2-17
Figure 2-3. Aerial Photograph.....	2-19
Figure 2-4. Site Plan	2-21
Figure 2-5a. Elevations	2-23
Figure 2-5b. Elevations	2-25
Figure 2-5c. Elevations	2-27
Figure 2-6. Truck Route Map	2-29
Figure 4.1-1. Visual Rendering 1	4.1-15
Figure 4.1-2. Visual Rendering 2	4.1-17
Figure 4.1-3. Visual Rendering 2 – Night.....	4.1-19
Figure 4.1-4. Visual Rendering 3	4.1-21
Figure 4.1-5. Visual Rendering 3 – Night.....	4.1-23
Figure 4.1-6. Visual Rendering 4	4.1-25
Figure 4.1-7. Visual Rendering 5	4.1-27
Figure 4.2-1. Modeled Emissions Sources	4.2-41
Figure 4.2-2. Receptor Locations.....	4.2-43
Figure 4.13-1. Existing Number of Through Lanes and Intersection Controls	4.13-33
Figure 4.13-2. City of Perris General Plan Circulation Element.....	4.13-35
Figure 4.13-3. City of Perris General Plan Roadway Cross-Sections.....	4.13-37
Figure 4.13-4. City of Perris Truck Routes.....	4.13-39
Figure 4.13-5. City of Perris General Plan Bikeway Systems.....	4.13-41
Figure 4.13-6. Existing Pedestrian Facilities	4.13-43
Figure 4.13-7. City of Perris Bike Network.....	4.13-45
Figure 4.13-8a. Project (Passenger Car) Trip Distribution Outbound – Warehouse.....	4.13-47
Figure 4.13-8b. Project (Passenger Car) Trip Distribution Inbound – Warehouse.....	4.13-49
Figure 4.13-9a. Project (Passenger Car) Trip Distribution Outbound – Truck/Trailer Lot ...	4.13-51

Figure 4.13-9b. Project (Passenger Car) Trip Distribution Inbound – Truck/Trailer Lot.....	4.13-53
Figure 4.13-10a. Project (Truck) Trip Distribution Outbound – Warehouse.....	4.13-55
Figure 4.13-10b. Project (Truck) Trip Distribution Inbound – Warehouse.....	4.13-57
Figure 4.13-11. Project (Truck) Trip Distribution – Truck/Trailer Lot.....	4.13-59
Figure 4.13-12. Cumulative Development Location Map.....	4.13-61
Figure 5-1. Preliminary Review 21-05008 Site Plan Alternative	5-5
Figure 5-2. Single Building Site Plan Alternative.....	5-13
Figure 5-3. Reduced Intensity Alternative	5-24

Tables

Table ES-1. Summary of Environmental Impacts and Mitigation Measures	ES-7
Table 1-1. Notice of Preparation Written Comments Summary	1-5
Table 2-1. Anticipated Discretionary Actions/Approvals	2-11
Table 3-1. Planning Area 8	3-2
Table 3-2. Surrounding Land Uses	3-3
Table 4-1. Cumulative Projects.....	4-5
Table 4.2-1. National and California Ambient Air Quality Standards	4.2-2
Table 4.2-2. South Coast Air Basin District Attainment Status	4.2-4
Table 4.2-3. Air Quality Monitoring Summary	4.2-19
Table 4.2-4. Maximum Daily Regional Emissions Thresholds.....	4.2-21
Table 4.2-5. Maximum Daily Localized Emissions Thresholds.....	4.2-15
Table 4.2-6. Construction-Related Regional Pollutant Emissions (pounds/day).....	4.2-28
Table 4.2-7. Regional Operational Pollutant Emissions.....	4.2-29
Table 4.2-8. Local Construction Emissions at the Nearest Receptors.....	4.2-31
Table 4.2-9. Local Operational Emissions at the Nearest Receptors	4.2-31
Table 4.2-10. Calculated Cancer and Non-Cancer Risk from Operation	4.2-35
Table 4.2-11. Mitigated Construction-Related Regional Pollutant Emissions (pounds/day).....	4.2-40
Table 4.4-1. Previous Studies within a 1.0-Mile Radius of the Project Site	4.4-13
Table 4.4-2. Previously Recorded Cultural Resources within a 1.0-Mile Radius	4.4-14
Table 4.4-3. Previously Recorded Historic Addresses within a 1.0-Mile Radius.....	4.4-15
Table 4.5-1. Total Electricity System Power (California 2022).....	4.5-12
Table 4.5-2. SCE 2022 Power Content Mix	4.5-14
Table 4.5-3. Construction Diesel Fuel and Gasoline Use	4.5-16
Table 4.5-4. Proposed Project-Related Baseline Year Energy Use	4.5-17
Table 4.5-5. Proposed Project-Related Year 2045 Energy Use	4.5-17
Table 4.7-1. Global Warming Potential for Selected Greenhouse Gases.....	4.7-14
Table 4.7-2. Proposed Project-Related Baseline Year Greenhouse Gas Emissions.....	4.7-17
Table 4.7-3. Proposed Project-Related Year 2045 Greenhouse Gas Emissions	4.7-18

Table 4.7-4. Proposed Project-Related Mitigated Base Year Greenhouse Gas Emissions	4.7-22
Table 4.9-1. Identification of Receiving Waters	4.9-9
Table 4.10-1. Connect SoCal Policy Consistency Analysis	4.10-9
Table 4.10-2. City of Perris General Plan Consistency Analysis	4.10-11
Table 4.11-1. Typical A-Weighted Noise Levels	4.11-2
Table 4.11-2. Typical Levels of Groundborne Vibration.....	4.11-5
Table 4.11-3. Human Response to Different Levels of Groundborne Vibration.....	4.11-5
Table 4.11-4. Existing Roadway Noise Levels.....	4.11-13
Table 4.11-5. Operation Reference Noise Levels.....	4.11-18
Table 4.11-6. Roadway Noise Level Thresholds of Significance	4.11-21
Table 4.11-7. Existing Plus Project Traffic Noise Levels (dBA CNEL).....	4.11-22
Table 4.11-8. Future (2025) Plus Project Traffic Noise Levels (dBA CNEL).....	4.11-22
Table 4.11-9. Vibration Source Levels for Construction Equipment	4.11-24
Table 4.11-10. Cumulative Traffic Noise Impacts (dBA L _{dn} or dBA CNEL).....	4.11-26
Table 4.13-1. Project Trip Generation Rates	4.13-14
Table 4.13-2. Project Trip Generation Summary (Actual Vehicles).....	4.13-16
Table 4.13-3. Project Trip Generation Summary (PCE).....	4.13-17
Table 4.13-4. City of Perris General Plan Consistency Analysis	4.13-20
Table 4.13-5. TDM Strategies	4.13-31
Table 4.15-1. Wholesale Supply and Demand Comparison, Multiple Dry Years (AFY).....	4.15-15
Table 5-1. Comparison of Potentially Significant Impacts for Alternatives to the Project	5-34
Table 5-2. Ability of Project Alternatives to Meet the Project Objectives	5-37

Appendices

Appendix A. Notice of Preparation and Initial Study

Appendix B. CalEEMod Modeling

Appendix C.1. Biological Resources Technical Report prepared by Cadre Environmental (2023)

Appendix C.2. Delineation of Wetlands, Waterways and Western Riverside County Multiple Species Habitat Conservation Plan Riparian/Riverine Resources prepared by Noreas Inc. (2021)

Appendix C.3. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Focused Burrowing Owl Surveys for the 87.68-Acre (10.98-Acre Off-Site Impact Area) prepared by Cadre Environmental (2023)

Appendix C.4. Western Riverside County MSHCP Sensitive Plant Surveys for the 87.68-Acre (10.98-Acre Off-Site Impact Area) prepared by Cadre Environmental (2023)

Appendix D. Cultural Resources Survey Letter Report – Negative Findings prepared by Harris & Associated (2023)

Appendix E. Geotechnical Investigation Proposed Industrial Building Perris Airport Center prepared by Southern California Geotechnical (2021)

Appendix F.1. Phase I Environmental Site Assessment Report, Dedeaux Goetz Perris, Partner Engineering and Science, Inc, May 2022

Appendix F.2. Wind Tunnel Velocity Measurement Report for Safety and Hazard Analysis (2024)

Appendix G. Perris Airport Logistics Center – West Preliminary Drainage Study, Albert A. Webb & Associates and Perris Airport Logistics Center – East Preliminary Drainage Study, Albert A. Webb & Associates

Appendix H. Perris Airport Logistics Center – Site 1, Preliminary Water Quality Management Plan, Albert A. Webb & Associates and Perris Airport Logistics Center – Site 2, Preliminary Water Quality Management Plan, Albert A. Webb & Associates

Appendix I. Noise Modeling

Appendix J. Traffic Impact Analysis

Appendix K. Water Supply Assessment Report for the Perris Airport Logistics Center prepared by Eastern Municipal Water District

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Executive Summary

ES.1 Introduction

The California Environmental Quality Act (CEQA) (California Public Resources Code, Sections 21000 et seq.) requires that lead agencies consider the potential environmental consequences of projects over which they have discretionary approval authority prior to taking approval action on such projects. An Environmental Impact Report (EIR) is a public document designed to provide local and State government agency decision-makers, special districts, and the public with an analysis of potential environmental consequences to support informed decision making.

This Draft EIR has been prepared to identify, analyze, and mitigate, to the extent feasible, the potential significant environmental effects associated with the construction and implementation of the proposed Perris Airport Logistics Center Project (herein referred to as the Proposed Project), which is located in the City of Perris.

This EIR has been prepared pursuant to the requirements of the CEQA and the Guidelines for the Implementation of the California Environmental Quality Act (CEQA Guidelines, found in Title 14, California Code of Regulations, Chapter 3, Section 15000 et seq.). As discussed in Section 1.2.2, Type and Purpose of this Draft EIR, and in accordance with CEQA, this Draft EIR has been prepared as a “Project EIR” as defined by CEQA Guidelines, Section 15161. The City of Perris is the lead agency for the Proposed Project under CEQA and is responsible for preparing this Draft EIR. The City, as the lead agency, will review and consider the Draft EIR and the Final EIR in its decision to approve, revise, or deny the Proposed Project.

A summary description of the required permits and actions is provided in Section 2.7, and a complete description of the Project is provided in Section 2, Project Description of this Draft EIR. This Draft EIR focuses on those environmental impacts identified as potentially significant in the Notice of Preparation completed for the Proposed Project (refer to Section 1.4, Scope of the Environmental Impact Report and Appendix A of this EIR).

The City of Perris has reviewed and revised, as necessary, all submitted drafts, technical studies, and reports for consistency with City policies and requirements and this Draft EIR reflect its own independent judgment. Preparation of this Draft EIR included reliance on appropriate City technical personnel and a review of all technical subconsultant reports.

This Executive Summary has been prepared in accordance with Section 15123(b) of the CEQA Guidelines, which states that an EIR should contain a brief summary of the proposed actions and its consequences and should identify: 1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; 2) areas of controversy known to the lead

agency; and 3) issues to be resolved, including the choice among alternatives and how to mitigate significant effects.

ES.2 Project Location and Setting

The Project Site is in the southern part of the City of Perris, in Riverside County. The Project Site lies at the southeastern portion of the intersection between East Ellis Avenue and Goetz Road. Three paved roads adjoin the Subject Property: East Ellis Avenue adjoins the Project Site on the north; Case Road on the east, and Goetz Road on the west. The Project Site shares interior property lines with the runway of Perris Valley Airport. Figure 2-1, Regional Location, shows the Project Site in a regional context and Figure 2-2, Project Site, shows the Project Site and surrounding streets. The Project Site consists of undeveloped land with native vegetation (see Figure 2-3, Aerial Photography). The Project Site is comprised of seven parcels that total 87.69 gross (82.71 net)-acres in size, designated as Site 1 and Site 2. Site 1 encompasses Assessor's Parcel Numbers (APNs) 330-090-031, -033, -036, -038, -040 and 330-100-031. Site 2 encompasses Assessor's Parcel Number 330-090-034.

Northwest of Site 1 is an apartment complex and directly north of Site 1 is an open field. East of Site 1 is the runway of Perris Valley Airport, a private airport primarily used for recreation-based flights. South of Site 1 is the Perris Valley Airport parking lot and an indoor skydiving facility. To the west of Site 1 is Goetz Road. North of Site 2 is a trucking school, a single-family house that appears to be a business, and a recycling facility. To the east and south of Site 2 are open fields. To the west of Site is the runway of Perris Valley Airport.

ES.3 Project Description

The Proposed Project involves proposed Tentative Parcel Map (TPM) No. 38412 to combine the existing seven parcel Project Site into two parcels. The existing APNs subject to the proposed changes are: 330-090-031, 330-090-033, 330-090-034, 330-090-036, 330-090-038, 330-090-040, 330-100-031.

The Project Applicant proposes to combine the seven existing parcels into two via a parcel map in order to construct two industrial warehouse/distribution buildings (Building 1 = 795,109 square feet and Building 2 = 71,961 square feet) on Site 1 and a trailer storage lot with a 100-square-foot guard shack on Site 2. The General Plan designates the Project Site for Light Industrial and General Industrial uses. As allowed under these land use designations, the Proposed Project involves the construction and operation of two industrial buildings and a trailer storage lot with a guard shack. The proposed industrial buildings are designed to comply with the standards and guidelines set forth in the City of Perris General Plan including but not limited to the following: on-site design standards and guidelines (including site layout, architecture, lighting, and others), off-site design standards and guidelines (including circulation and infrastructure), landscaping, industrial design

standards and guidelines, and infrastructure. The Proposed Project has also been designed to comply with applicable requirements of the 2014 March Air Reserve Base/Inland Port Airport (March ARB/IPA) Airport Land Use Compatibility Plan (ALUCP) relative to uses within Compatibility Zone E as well as the Perris Valley ALUCP relative to uses within Compatibility Zones A through D.

Currently, there are no identified end users for the Proposed Project. Intended occupants for the Proposed Project include distribution firms seeking an Inland Empire location from which to service their client base. Since end users are unknown, hours of operation and employee count will vary, but the Proposed Project buildings are assumed for planning purposes to operate 24 hours per day, 7 days per week. Office workers would likely have typical shifts of Monday through Friday, 8:00 AM to 5:00 PM, while warehouse staff could work in day, evening, and night shifts. Specific hours of operation would be identified during the tenant improvement process.

The following discretionary actions are required for the Proposed Project:

- Tentative Parcel Map (TPM) No. 38412 to combine the existing seven parcel Project Site into two parcels. The existing APNs subject to the proposed changes are: 330-090-031, 330-090-033, 330-090-034, 330-090-036, 330-090-038, 330-090-040, 330-100-031.
- Development Plan Review (DPR) 22-00005 for the proposed industrial warehouse buildings.
- Conditional Use Permit (CUP) 23-05107 to allow for the proposed trailer storage lot.
- Certification of the Final EIR with the determination that the Final EIR has been prepared in compliance with the requirements of CEQA.

ES.3.1 Project Alternatives

In accordance with Section 15126.6 of the CEQA Guidelines, Section 5.0 of this Draft EIR addresses alternatives that can eliminate or reduce the potentially significant impacts of the Proposed Project. Section 5.0 provides descriptions of each alternative, a comparative analysis of the potential environmental effects of each alternative to those associated with the Proposed Project, and a discussion of each alternative's ability to meet the Project objectives. Following is a summary description of the alternatives evaluated in this Draft EIR. For a more detailed discussion of these alternatives and the relative impacts associated with each alternative compared to the Project, refer to Section 5.0, Alternatives. As required by CEQA, Section 5.0 also identifies alternatives considered but eliminated from detailed analysis, and the environmentally superior alternative.

Alternative 1 – No Project/No Development Alternative

The No Project/No Development Alternative would result in no new development or other improvements within the Project Site. Therefore, under the No Project/No Development

Alternative, the proposed development of two industrial warehouse/distribution buildings (Building 1 = 795,109 square feet and Building 2 = 71,961 square feet) on Site 1 and a trailer storage lot with a 100-square-foot guard shack on Site 2, and associated parking, infrastructure, and landscaping would not occur. The Project Site would remain in its current condition and would remain vacant.

Alternative 2 –Single Building Site Plan Alternative

Under this alternative, the Project Site would be developed with one industrial building with a total square footage of 795,109 square feet. This alternative eliminates Building 2, which comprises 71,961 square feet of building space. Site 2 would remain the same under this alternative with the proposed trailer storage lot and the 100-square-foot guard shack. This alternative provides 517 spaces for trailer parking on Site 1, in lieu of the 71,961 square foot building. When compared to the Proposed Project, this alternative would result in a 71,961 square feet reduction of building space, 133 less parking stalls, 227 more trailer parking spaces, and one less grade door.

Alternative 3 – Reduced Intensity Alternative

Under this alternative, the Project Site would be developed with one smaller industrial building with a total square footage of 605,102 square feet. This alternative also eliminates Building 2, which comprises 71,961 square feet of building space. Site 2 would remain the same under this alternative with the trailer storage lot and the 100-square-foot guard shack. This alternative represents a reduction of approximately 30 percent (30%) of building square footage as compared to the Proposed Project. This alternative provides an additional 611 trailer stalls for trailer parking in lieu of Building 2.

ES.4 Issues To Be Resolved

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain a discussion of issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With respect to the Proposed Project, the key issues to be resolved include decisions by the City of Perris as lead agency, as to:

- Whether this environmental document adequately describes the potential environmental impacts of the Proposed Project.
- Whether the recommended mitigation measures should be modified and/or adopted.
- Whether the Proposed Project benefits override those environmental impacts that cannot be feasibly avoided or mitigated to a less than significant level.
- Whether there are other mitigation measures that should be applied to the Proposed Project besides those identified in this EIR.

- Whether there are any alternatives to the Proposed Project that would substantially lessen any of its significant impacts while achieving most of the basic Project objectives.

ES.5 Areas Of Controversy

Section 15123(b)(2) of the CEQA Guidelines indicates that an EIR summary should identify areas of controversy known to the lead agency, including issues raised by agencies and the public. This Draft EIR has taken into consideration the comments received from the public and various agencies in response to the Notice of Preparation and a Draft EIR public scoping meeting with the City of Perris Planning Commission. Written comments received during the Notice of Preparation and Draft EIR scoping period are contained in Appendix A of this EIR. Environmental issues that have been raised during opportunities for public input on the project are summarized in Section 1.3, Scoping Process, and are addressed in each relevant issue area analyzed in Section 4.0 of this Draft EIR.

Based on input received from the public during the scoping process, the primary area of controversy has been raised by the owners and patrons of Perris Valley Airport. There was ongoing concern that the Proposed Project would result in safety impacts that could lead to the closure of the airport. Commenters voiced concerns that if the airport were to close it would lead to the loss of jobs, negatively impact tourism revenue, and eliminate military training capabilities that currently occur at Perris Valley Airport. Other areas of concern included traffic impacts resulting from the Proposed Project, specifically at Case Road/Ellis Avenue and Case Road/Goetz Road.

ES.6 Summary of Significant Environmental Impacts

Table 1-1, Summary of Environmental Impacts for the Proposed Project, presents a summary of the environmental impacts resulting from the Proposed Project as determined in this Draft EIR. Table 1-1 addresses those topical issues and associated thresholds for which it was determined in the Notice of Preparation that impacts would be potentially significant and Project-level analysis has been provided in this Draft EIR. Topics for which it was determined that no further analysis is required in this Draft EIR are discussed in Section 6.0, Other CEQA Considerations, of this Draft EIR, and include: agricultural and forestry resources, mineral resources, population and housing, public services, and wildfire.

The environmental issue areas identified for study this Draft EIR are aesthetics, 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, noise, recreation, transportation, tribal cultural resources, and utilities and service systems. The potential Proposed Project and cumulative impacts for these topical issues are addressed in Section 4.0 of

this EIR. Draft Growth-inducing impacts and significant irreversible environmental changes are addressed in Section 6.0, Other CEQA Considerations.

For each environmental topic, Table 1-1 includes Project-level mitigation measures identified for impacts determined to be potentially significant. As shown in Table 1-1, the Project would result in less than significant impacts with the incorporation of mitigation measures and for the following topical issues evaluated in this Draft EIR:

Aesthetics	Hydrology and Water Quality
Air Quality	Land Use and Planning
Biological Resources	Noise
Cultural Resources	Public Services
Energy	Recreation
Geology and Soils	Transportation
Greenhouse Gas Emissions	Tribal Cultural Resources
Hazards and Hazardous Materials	Utilities and Service Systems

Following implementation of mitigation measures, the Proposed Project would not result in any significant and unavoidable impacts.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
Section 4.1, Aesthetics		
Threshold 1: Scenic Vistas Less Than Significant. The Proposed Project would not have a substantial adverse effect on a scenic vista.	No mitigation is required.	Less Than Significant
Threshold 2: Scenic Resources Less Than Significant. The Proposed Project would not substantially damage scenic resources including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.	No mitigation is required.	Less Than Significant
Threshold 3: Degradation of Existing Visual Character or Conflict with Zoning or Regulations for Scenic Quality Less Than Significant. The Proposed Project would not degrade the existing visual character or conflict with zoning or regulations for scenic quality.	No mitigation is required.	Less Than Significant
Threshold 4: Light and Glare Potentially Significant. Without mitigation, the Proposed Project would have the potential to create a new source of substantial light or glare during construction, which would adversely affect day or nighttime views in the area.	MM AES-1 Prior to the issuance of grading permits, the Proposed Project Owner/Developer shall provide evidence to the City that the Contractor Specifications require that any temporary nighttime lighting installed during construction for security, or any other purpose shall be downward facing and hooded or shielded to prevent security light from spilling outside the staging area or from directly broadcasting security light into the sky or onto adjacent residential properties. Compliance with this measure shall be verified by the City of Perris' Building Division during construction.	Less Than Significant

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
Section 4.2, Air Quality		
Threshold 1: Consistency with Applicable Air Quality Plan Potentially Significant. The Proposed Project may result in violation of regional and local significance thresholds for VOC emissions during construction.	MM AQ-1 Criteria Pollutant Emissions – Architectural Coatings. Prior to Issuance of a Building Permit, the Proposed Project Owner/Developer shall submit specifications to the City of Perris' Building Division for review and approval that demonstrate that VOC emissions associated with architectural coatings shall be reduced through the use of "Super-Compliant" VOC coatings and paints (as defined in South Coast AQMD Rule 1113), or pre-coated materials such as bathroom stall dividers, and metal awnings. specifications shall be included in building as Construction specifications.	Less Than Significant.
Threshold 2: Cumulative Increase in Criteria Pollutant Emissions Potentially Significant. The Proposed Project may result in a cumulatively considerable net increase of criteria pollutants for which the SCAB is in non-attainment under an applicable federal or state ambient air quality standard. Specifically, without mitigation, the Proposed Project could increase emissions of VOCs above SCAQMD thresholds.	Refer to mitigation measure MM AQ-1, above.	Less Than Significant.
Threshold 3: Sensitive Receptors Less Than Significant. The Proposed Project would not expose sensitive receptors to substantial pollutant concentrations.	No mitigation is required.	Less Than Significant.
Threshold 4: Odors Less Than Significant. The Proposed Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	No mitigation is required.	Less Than Significant.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
Section 4.3, Biological Resources		
Threshold 1: Candidate, Sensitive, or Special-Status Species Potentially Significant. The Proposed Project would have the potential to impact species identified as a candidate, sensitive, or special-status species.	MM BIO-1: MSHCP Burrowing Owl 30-Day Pre-Construction Survey. The Project Proponent/Developer shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of initial ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, grading, tree removal, site watering, equipment staging) at the Project Site. The survey shall include the Project Site, off-site disturbance areas, and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. In addition, a pre-construction survey for resident burrowing owls shall also be conducted within 3 days prior to commencement initial ground-disturbing activities. If burrowing owls are observed during the Migratory Bird Treaty Act nesting bird survey (mitigation measure MM BIO-2), to be conducted within 3 days of ground disturbance or vegetation clearance, the observation shall be reported to the City of Perris. If ground-disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP. If burrowing owl are not detected during the pre-construction survey, no further mitigation is required. If burrowing owl are detected, the City of Perris shall be sent written notification within 3 days of detection of burrowing owls. If active nests (i.e., occupied by eggs or fledglings) are identified during the pre-construction survey, the Project Proponent/Developer shall not commence activities until no sign is present that the burrows are being used by adult or juvenile owls or following CDFW approval of a Burrowing Owl Plan as described below. If owl presence is difficult to determine, the Project biologist shall monitor the	Less Than Significant.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
	burrows with motion-activated trail cameras for at least 24 hours to evaluate burrow occupancy. The Project biologist and Project Proponent/Developer shall coordinate with the City of Perris Planning Division and the CDFW, to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the City of Perris prior to commencing Project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. If occupied burrows are to be actively relocated, the Burrowing Owl Plan shall include the procedures for such active relocation. Prior to active relocation, the Project Proponent/Developer and the City of Perris shall consult with and obtain approval from the CDFW regarding the active relocation procedures. A final report shall be prepared by the Project biologist documenting the results of compliance with the Burrowing Owl Plan. The report shall be submitted to the City of Perris, and CDFW prior to the start of Project construction activities. The Project biologist shall verify the nesting effort has finished according to methods identified in the Burrowing Owl Plan. When the Project biologist determines that burrowing owls are no longer occupying the Project Site, Project activities may begin. If burrowing owl are discovered to occupy the Project Site after Project construction activities have started, then construction activities shall be halted immediately. The Project Proponent/Developer shall notify the City of Perris within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented, unless subsequent surveys determine that burrowing owls no longer are present at the Project Site. The City shall be responsible	

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
	for implementing appropriate avoidance and mitigation measures, including burrow avoidance, passive or active relocation, or other appropriate mitigation measures as identified in the Burrowing Owl Plan. MM BIO-2: Regulatory Requirement MBTA & CDFW. In order to avoid violation of the Migratory Bird Treaty Act and the CDFG Code Sections 3503, 3503.5, and 3513, site-preparation activities (ground disturbance, construction activities, staging equipment, and removal of trees and vegetation) for the Proposed Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species (generally September 1st to February 14th for songbirds; September 1 to January 14 for raptors, although the nesting season may be extended due to weather and drought conditions). If site-preparation activities are proposed during the nesting/breeding season, the Project Proponent/Developer shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Proposed Project to determine if active nests of species protected by the Migratory Bird Treaty Act or the California Fish and Game Code are present in the construction zone. The nest surveys shall include the Project Site and adjacent areas where Project activities have the potential to cause nest failure. The survey results shall be provided to the City's Planning Division. The Project Proponent/Developer shall adhere to the following: 1. The Project Proponent/Developer shall retain a qualified biologist experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures. 2. Pre-activity field surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days	

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
	prior to the initiation of Project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the Project Site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate. If no nesting birds are observed during the survey, site-preparation and construction activities may begin. However, if active nests (including nesting raptors) are located, then avoidance or minimization measures shall be undertaken in consultation with the City of Perris. Measures shall include immediate establishment of an appropriate buffer zone to be established by the Project biologist, and approved by the City of Perris, based on their best professional judgment and experience. The buffer around the nest shall be delineated and flagged, and no construction activity shall occur within the buffer area until the Project biologist determines nesting species have fledged and the nest is no longer active, or the nest has failed. The Project biologist shall monitor the nest at the onset of Project activities and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the Project biologist determines that such Project activities may be causing an adverse reaction, the Project biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The Project biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to City of Perris Planning Division for mitigation monitoring compliance record keeping.	

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
Threshold 2: Riparian Habitat and Other Sensitive Natural Communities Less Than Significant. The Proposed Project would have the potential to cause an adverse effect on a riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFW or USFWS.	No mitigation required.	Less Than Significant.
Threshold 3: Wetlands Less Than Significant. The Proposed Project would not cause a substantial adverse effect on federally protected wetlands (including but not limited to marsh, vernal pool, and coastal).	No mitigation required.	Less Than Significant.
Threshold 4: Native Resident or Migratory Fish or Wildlife Species Potentially Significant. The Proposed Project would remove vegetation that has the potential to support nesting birds protected by federal and state regulations. A wide range of habitat and vegetation types have the potential to support nesting birds.	Refer to MM BIO-1, above.	Less Than Significant.
Threshold 5: Conflict with Tree Preservation Policy or Ordinance Less Than Significant. The Proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	No mitigation required.	Less Than Significant.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
Threshold 6: Conflict with Habitat Conservation Plan Potentially Significant. The Proposed Project would have the potential to conflict with the provisions of an adopted HCP, Natural Conservation Community Plan, or other approved local, regional, or state HCP.	Refer to mitigation measures MM BIO-1 and MM BIO-2, above.	Less Than Significant.
Section 4.4, Cultural Resources		
Threshold 1: Historical Resources Less Than Significant. The Proposed Project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.	No mitigation required.	Less Than Significant.
Threshold 2: Archaeological Resources Potentially Significant. Without mitigation, the Proposed Project could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	MM CUL-1 Archaeological Resource – Monitoring. Prior to the issuance of grading permits, the Project Proponent/Developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the Project archaeologist shall be to monitor the initial ground-disturbing activities at both the Project site and any off-site Project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the Project archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site project improvement areas until the Project archaeologist has been approved by the City. The Project archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The Project archaeologist shall be prepared and	Less Than Significant.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
	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 within a 50-foot radius of the find to allow time for the recording and removal of the resources. Work may continue outside the 50-foot radius. The Property Owner/Project Proponent/Developer shall also enter into an agreement with either the Soboba Band of Luiseño Indians, the Pechanga Band of Indians, or the Agua Caliente Band of Cahuilla Indians for a Native American Tribal representative (observer/monitor) to work along with the Project archaeologist. This Tribal representative will assist in the identification of Native American resources and will act as a representative between the City, the Property Owner/Project Proponent/Developer, and Native American Tribal Cultural Resources Department. The Native American Tribal representative should be on-site during all ground-disturbing of each portion of the Project Site including clearing, grubbing, tree removals, grading, trenching, etc. The Native American Tribal representative should be on-site any time the Project archaeologist is required to be on-site. Working with the Project archaeologist, the Native American representative shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are ongoing. The agreement between the Property Owner/Project Proponent/Developer and the Native American Tribe shall include, but not be limited to: • An agreement that artifacts will be reburied on-site and in an area of permanent protection; • Reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist;	

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
	- Native American artifacts that cannot be avoided or relocated at the Project Site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and - The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation. The Property Owner/Project Proponent/Developer shall submit a fully executed copy of the agreement to the City of Perris Planning Division to ensure compliance with this condition of approval. Upon verification, the City of Perris Planning Division shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure. In the event that archaeological resources are discovered at the Project Site or within the off-site Project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code, Section 21083.2(b), and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/Tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the Property Owner. The Property Owner shall commit to the relinquishing and reburial and/or 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.	

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
	If any Native American artifacts are identified when Native American Tribal representatives are not present, all reasonable measures shall be taken to protect the resource(s) in situ and the City Planning Division and Native American Tribal representative shall be notified. The designated Native American Tribal representative will be given sufficient time to examine the find. If the find is determined to be of sacred or religious value, the Native American Tribal representative will work with the City and Project archaeologist to protect the resource in accordance with Tribal requirements as may be feasible. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts. In the event that human remains are discovered at the Project Site or within the off-site Project improvement areas, Regulatory Implementation condition RI CUL-1 shall immediately apply, and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling. Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the Property Owner. Once grading activities have ceased and/or the Project archaeologist, in consultation with the designated Native American Tribal representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.	

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
	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 South Coastal Information Center and the Native American Tribe involved with the Project.	
Section 4.5, Energy		
Threshold 1: Wasteful or Inefficient Energy Usage Less Than Significant. The Proposed Project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	No mitigation required.	Less Than Significant.
Threshold 2: Conflict with Renewable or Energy Efficiency Plan Less Than Significant. The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	No mitigation required.	Less Than Significant.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
Section 4.6, Geology and Soils		
Threshold 1: Exposure to Seismic-Related Hazards Less Than Significant. With implementation of design considerations in accordance with the CBC and implementation of recommendations from the Geotechnical Investigation, the Proposed Project would have a less than significant impact with regard to exposure to seismic-related hazards.	No mitigation required.	Less Than Significant.
Threshold 2: Soil Erosion or Topsoil Loss Less Than Significant. The Proposed Project would not result in a substantial adverse impact with regard to substantial soil erosion or the loss of topsoil.	No mitigation required.	Less Than Significant.
Threshold 3: Geologic Stability Less Than Significant. With adherence to all applicable regulations and conformance to applicable building codes, the Proposed Project would not result in significant adverse impacts with regard to geologic stability.	No mitigation required.	Less Than Significant.
Threshold 4: Expansive Soils Less Than Significant. With conformance with the CBC and City of Perris Municipal Code Title 16, and implementation of the provisions and recommendations outlined in the Geotechnical Investigation (Appendix E), a less than significant impact would occur.	No mitigation required.	Less Than Significant.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
Threshold 5: Septic Tanks or Alternative Wastewater Disposal Systems No Impact. The Proposed Project would be connected to existing sewer lines, and there would be no impact related to on-site soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.	No mitigation required.	No impact.
Threshold 6: Paleontological Resources Potentially Significant. The Proposed Project would have the potential to directly or indirectly destroy a unique paleontological resource.	MM GEO-1 Prior to the issuance of grading permits, the Proposed Project Owner/Developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program. The Paleontological Resource Impact Mitigation Monitoring Program shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during on- and off-site subsurface excavation that exceeds 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 off-site Project improvement areas until the paleontologist has been approved by the City. Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium, 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	Less Than Significant.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
	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.	
Section 4.7, Greenhouse Gas Emissions		
Threshold 1: Generation of Greenhouse Gas Emissions Potentially Significant. Short-term Project emissions would exceed the 10,000 MT CO₂e threshold. This impact would be potentially significant without mitigation.	MM GHG-1 On-Site Renewable Energy Generation. Prior to the issuance of building permits, the Proposed Project Owner/Developer shall provide documentation (e.g., building plans) that design of Buildings 1 and 2 would include installation of solar panels to offset estimated Project electricity use by at least 25 percent.	Less Than Significant.
Threshold 2: Conflict with Applicable Plan Potentially Significant. The Proposed Project would exceed the SCAQMD Tier 3 threshold in the short-term without mitigation and would, therefore, result in a potentially significant impact related to statewide emissions reduction goals.	Refer to mitigation measure MM GHG-1, above and mitigation measure MM TR-1, below.	Less Than Significant.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
Section 4.8, Hazards and Hazardous Materials		
Threshold 1: Transportation, Use, and Disposal of Hazardous Materials Potentially Significant. With compliance with applicable regulations, operation of the Proposed Project would result in a less than significant impact related to a significant risk to the public or the environment through the potential routine transport, use, or disposal of hazardous materials. The Proposed Project would have the potential to encounter unknown contaminated soils during construction through earth-moving activities.	MM HAZ-1 Prior to any excavation or soil removal action on a known contaminated site, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is encountered, complete characterization of the soil and/or groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to Land Disposal restrictions. If site remediation involves the removal of contamination, then contaminated material will need to be transported off site to a licensed hazardous waste disposal facility. If any implementing development projects require imported soils, proper sampling shall be conducted to make sure that the imported soil is free of contamination.	Less Than Significant.
Threshold 2: Accidental Releases Potentially Significant. The Proposed 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 during operation. The Proposed Project would have the potential to encounter unknown contaminated soils during construction through earth-moving activities.	Refer to mitigation measure MM HAZ-1, above.	Less Than Significant.
Threshold 3: Hazards to Nearby Schools No Impact. The Project Site is not located within a quarter mile of an existing or proposed school.	No mitigation required.	No Impact.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
Threshold 4: Hazardous Materials Sites Less Than Significant. Though the Project Site was identified on the DTSC Hazardous Waste Tracking System (HWTS) for disposal of hazardous wastes in 2010, 2011, and 2013, based on the returned compliance status of the violations and absence of reported records for releases, further environmental investigation or cleanup, these listings are not considered an environmental concern. A less than significant impact would occur.	No mitigation required.	Less Than Significant.
Threshold 5: Hazards from Nearby Airports Less Than Significant. Development of the Proposed Project was found to minimize the effect and magnitude of velocity and magnitude of turbulence compared to existing conditions for the Airport and a less than significant impact would occur. Additionally, the Proposed Project would not result in excessive noise for people residing or working on the Project Site. As previously indicated, on April 10, 2025, ALUC issued a determination of consistency with the 2011 Perris Valley ALUCP and the 2014 March ARB/IPA ALUCP. Therefore, the Proposed Project would not result in a significant impact related to aviation hazards.	No mitigation required.	Less Than Significant.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
Threshold 6: Emergency Response or Evacuation Plans Less Than Significant. The Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	No mitigation required.	Less Than Significant.
Threshold 7: Wildland Fires No Impact. The Proposed Project would not expose people or structures, either directly or indirectly to a significant risk of loss, injury, or death involving wildland fires.	No mitigation required.	No Impact
Section 4.9, Hydrology and Water Quality		
Threshold 1: Water Quality Standards Less Than Significant. The Proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	No mitigation required.	Less Than Significant.
Threshold 2: Groundwater Supplies Less Than Significant. The Proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Proposed Project may impede sustainable groundwater management of the basin.	No mitigation required.	Less Than Significant.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
Threshold 3: Site Drainage and Hydrology (Erosion and Siltation; Stormwater Runoff; Stormwater Drainage System Capacity and Polluted Runoff; and Flood Flows) Less Than Significant. The Proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: result in a substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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 impede or redirect flood flows.	No mitigation required.	Less Than Significant.
Threshold 5: Conflict with Water Quality Control Plan or Sustainable Groundwater Management Plan Less Than Significant. The Proposed Project would not conflict with or obstruct implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan.	No mitigation required.	Less Than Significant.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
Section 4.10, Land Use and Planning		
Threshold 1: Physical Division of Established Community No impact. The Proposed Project would develop a vacant lot and would not physically divide an established community. Further, the Proposed Project does not include any new roadways or structures that would physically divide the existing community. Therefore, no impact would occur.	No mitigation required.	No impact.
Threshold 2: Conflict with Applicable Land Use Plans, Policies, and Regulations Less Than Significant. Because neither a general plan amendment, specific plan amendment, nor zone change is required for the Proposed Project to be developed, referral to ALUC is voluntary and optional, and any determination by ALUC is merely advisory. Here, the City of Perris referred the Proposed Project to ALUC for its review, in ALUC's advisory capacity. On April 10, 2025, ALUC issued a determination of consistency with the 2011 Perris Valley ALUCP and the 2014 March ARB/IPA ALUCP. Therefore, the Proposed Project would not result in a significant impact related to aviation hazards.	No mitigation required.	Less Than Significant.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
Section 4.11, Noise		
Threshold 1: Exceedance of Noise Standards Potentially Significant. The Proposed Project would result in less than significant impacts related to permanent increases in ambient noise level, construction noise and vibration, and aircraft noise exposure. Operational impacts are potentially significant without mitigation.	MM NOI-1: HVAC Equipment Shielding. Prior to issuance of a certificate of occupancy for Building 1 or Building 2, the Proposed Project Owner/Developer shall demonstrate that noise from all HVAC equipment has been reduced by installation of acoustical shielding around all new rooftop HVAC equipment. Shielding shall be sufficient to reduce noise from HVAC equipment to no more than 68 dBA CNEL at 50 feet. The acoustical shielding shall include a parapet wall of sufficient height to fully shield the equipment or acoustical shielding which complements the proposed building elevations and also fully shields the equipment.	Less Than Significant.
Threshold 2: Excessive Groundborne Vibration or Noise Less than Significant. As shown in Table 4.11-9, vibration levels from construction equipment would be reduced to 0.5 PPV or below less than 25 feet from the construction area. Pile driving and other high impact construction activities are not anticipated for Project construction. Therefore, impacts related to vibration during construction would be less than significant.	No mitigation required.	Less Than Significant.
Threshold 3: Aircraft Noise Less than Significant. Following construction and compliance with City building requirements, the Proposed Project would not expose people residing or working in the Project area to excessive noise levels associated with airports. Therefore, implementation of the Proposed Project would be less than significant.	No mitigation required.	Less Than Significant.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
Section 4.12, Recreation		
Threshold 1: Physical Deterioration of Recreational Facilities Less Than Significant. The Proposed Project would not result in the physical deterioration of recreational facilities.	No mitigation required.	Less Than Significant.
No Impact. The Proposed Project would not necessitate the expansion of recreational facilities.	No mitigation required.	No Impact.
Section 4.13, Transportation		
Threshold 1: Circulation System Performance Less Than Significant. The Proposed Project would not conflict with regional or local programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	No mitigation required.	Less Than Significant.
Threshold 2: Induction of Substantial Vehicle Miles Traveled Potentially Significant. Without mitigation, the Proposed Project would have a potentially significant VMT impact.	MM TR-1: Prior to the issuance of an occupancy permit, property owner associations and/or building occupants shall be required to implement a Transportation Demand Management (TDM) Plan to discourage single-occupancy vehicle trips for employees and encourage alternative modes of transportation such as carpooling, transit, walking, and biking. The TDM Plan should include an ongoing monitoring program to ensure the Plan is implemented on an ongoing basis.	Less Than Significant.
Threshold 3: Hazardous Design Features Less Than Significant. The Proposed Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous	MM TR-2: Prior to issuance of building permit, the Project Proponent/Developer shall prepare a Truck Traffic Management Plan (TTMP). The TTMP shall include transportation design features to physically discourage trucks from utilizing certain routes that are not designated truck routes. These design features could	Less Than Significant.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
intersections) or incompatible uses (e.g., farm equipment).	include pork chops, reduced curb radii, or other physical improvements to prohibit trucks from utilizing non-designated truck routes.	
Threshold 4: Inadequate Emergency Access Less Than Significant. The Proposed Project would not result in inadequate emergency access.	No mitigation required.	Less Than Significant.
Section 4.14, Tribal Cultural Resources		
Threshold 1: Tribal Cultural Resources Potentially Significant. The Proposed Project could cause a substantial adverse change in the significance of a Tribal Cultural Resource.	Refer to mitigation measure MM CUL-1, above	Less Than Significant.
Section 4.15 Utilities and Service Systems		
Threshold 1: New or Expanded Utilities Facilities Less Than Significant. The Proposed Project would not require new or expanded utilities.	No mitigation required.	Less Than Significant.
Threshold 2: Water Supply Availability Less Than Significant. Sufficient water supplies would be available to serve the Proposed Project and reasonably foreseeable future development during, normal, dry, and multiple-dry years.	No mitigation required.	Less Than Significant.
Threshold 3: Wastewater Treatment Capacity Less Than Significant. There is adequate capacity to treat the wastewater generated by the Proposed Project.	No mitigation required.	Less Than Significant.
Threshold 4: Solid Waste Generation Less Than Significant. The Proposed Project would not generate solid waste in	No mitigation required.	Less Than Significant.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Level of Significance After Mitigation
excess of State or local standards, or in excess of the capacity of local infrastructure.		
Threshold 5: Compliance with Solid Waste Regulations Less Than Significant. The Proposed Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	No mitigation required.	Less Than Significant.

Chapter 1 Introduction

1.1 Purpose of the Environmental Impact Report

1.1.1 California Environmental Quality Act Compliance

This Draft Environmental Impact Report (EIR) has been prepared to evaluate the potential environmental impacts associated with the proposed Perris Airport Logistics Center (referred to in this Draft EIR as the Proposed Project or Project), as required under the California Environmental Quality Act (CEQA), as amended (California Public Resources Code, Section 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) (Title 14, California Code of Regulations, Chapter 3, Sections 15000 et seq.).

CEQA requires that all state and local governmental agencies consider the potential environmental consequences of projects over which they have discretionary authority before acting on those projects. This Draft EIR has been prepared to satisfy CEQA, including but not limited to, the CEQA Guidelines. The Draft EIR is the public document designed to provide decision-makers and the public with an analysis of the potential environmental effects of the Proposed Project, to indicate possible ways to reduce or avoid significant environmental impacts, and to identify alternatives to reduce or avoid significant environmental impacts of the Proposed Project. The Draft EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects found to not be significant; and significant cumulative impacts of all past, present and reasonably foreseeable future projects.

The intent of the EIR is to provide sufficient information on the potential environmental impacts of the Proposed Project, to allow the City to consider environmental consequences and make an informed decision about approving, modifying, or denying approval of the Proposed Project. The Draft EIR also serves to inform the public and responsible, and other public agencies on the Proposed Project. Specific discretionary actions to be considered by the City and other agencies are described in Section 2.7, Required Permits and Actions.

This Draft EIR addresses the potential environmental effects of the Proposed Project, including effects that may be significant and adverse; evaluates a range of alternatives to the Proposed Project; and identifies mitigation measures to reduce or avoid significant adverse effects.

1.1.2 Lead Agency and Responsible Agencies

Pursuant to CEQA in Public Resources Code, Section 21067, and CEQA Guidelines Section 15051, the lead agency means “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment.” Since the City of Perris has approval authority over the Proposed Project, it is the lead agency under CEQA and is responsible for complying with CEQA, including the requisite environmental

review process for the Proposed Project. The City will be reviewing and considering the determinations of the Final EIR prior exercising its independent judgment to approve, modify, or reject recommendations related to implementing the Proposed Project.

A “responsible agency” is a public agency which proposes to carry out or approve a project for which a lead agency is preparing or has prepared an environmental document. For the purposes of CEQA, the term “responsible agency” includes all public agencies other than the lead agency which have discretionary approval power over the Proposed Project.

1.2 Environmental Procedures

This Draft EIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the Proposed Project, as well as anticipated future discretionary actions and approvals. The six main purposes of this document as established by CEQA are listed below:

1. To disclose to decision makers and the public the significant environmental effects of proposed activities.
2. To identify ways to avoid or reduce significant environmental effects.
3. To prevent or reduce significant environmental effects by requiring implementation of feasible mitigation measures or alternatives.
4. To foster interagency coordination in the review of projects.
5. To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines to provide the information needed to assess the environmental consequences of a proposed project. EIRs are intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a proposed project with the potential to result in significant adverse environmental impacts.

An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Before approving a proposed project, the lead agency must consider the information in the EIR; determine if the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines; determine that it reflects the independent judgment of the lead agency; adopt findings concerning the proposed project’s significant environmental impacts and alternatives; and adopt a Statement of Overriding Considerations if the proposed project would result in significant environmental impacts even after incorporation of feasible mitigation measures, but there are, on balance, overriding benefits which outweigh the remaining adverse impacts.

1.2.1 EIR Format

This Draft EIR is organized into two volumes. Volume I addresses the potential environmental impacts of the physical development of the Proposed Project. Associated technical appendices are

contained in Volume II. The Draft EIR will be published for a 45-day public review period. When the EIR is finalized after the 45-day public review period, Volume III will contain the public, organization, and public agency comments received by the City of Perris on the Draft EIR, the City's responses to those comments, a summary of EIR revisions or enhancements, and the Mitigation Monitoring and Reporting Program for the Proposed Project.

Volume I of this Draft EIR includes the following:

Chapter ES, Executive Summary. Summarizes the background and description of the Proposed Project, significant environmental impacts, Project alternatives, areas of controversy known to the City and those raised by the public or by other agencies, any issues remaining to be resolved including the choice among alternatives, and the potential environmental impacts and mitigation measures identified for any significant effects of the Proposed Project.

Chapter 1, Introduction. Describes the purpose of this EIR, background on the Proposed Project, the format of this EIR, the Notice of Preparation, and Final EIR certification.

Chapter 2, Project Description. A description of the Proposed Project, the objectives and purpose of the Proposed Project, the Project Site and location, approvals anticipated to be included as part of the Proposed Project, the necessary environmental clearances for the Proposed Project, and the intended uses of this EIR.

Chapter 3, Environmental Setting. A description of the physical environmental conditions in the vicinity of the Proposed Project as they existed at the time the Notice of Preparation was published, from both a local and regional perspective. The environmental setting provides baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the Proposed Project.

Chapter 4, Environmental Analysis. For each environmental topic analyzed, provides a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the Proposed Project; the existing environmental setting; Project Design Features; Regulatory Requirements; the potential adverse and beneficial effects of the Proposed Project; the level of impact significance before mitigation; the mitigation measures for the Proposed Project; the level of significance of the adverse impacts of the Proposed Project after mitigation is incorporated; and the potential cumulative impacts associated with the Proposed Project and other existing, approved, and proposed development in the area.

Chapter 5, Alternatives. Describes a reasonable range of alternatives to the Proposed Project, and the impacts of the alternatives compared to the Proposed Project, including the Alternatives Considered and Rejected, No Project Alternative, Reduced Intensity Alternative, and an Alternative Site Plan.

Chapter 6, Other CEQA Considerations. Provides information required by CEQA regarding potential impacts that would result from the Proposed Project, including the significant unavoidable adverse impacts, impacts found not to be significant, significant, irreversible changes to the environment, and potential impacts resulting from growth inducement.

Chapter 7, List of Preparers and Agencies Consulted. Lists the lead agency and consultants who provided technical assistance and the agencies consulted in the preparation and review of this EIR.

Chapter 8, References. Provides a list of references used in preparation of the analysis presented in this EIR.

Appendices. Includes various documents and data that support the analysis presented in this EIR.

1.2.2 Type and Purpose of This EIR

This EIR has been prepared as a “Project EIR” as defined by CEQA Guidelines Section 15161. This type of EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that would result from the development project. The EIR examines all phases of the Proposed Project, including planning, construction, and operation.

1.3 Scoping Process

1.3.1 Notice of Preparation

The City complied with CEQA Guidelines Sections 15082 and 15083 by providing opportunities for early responsible and trustee agency participation in the environmental review process, as well as opportunity for early public consultation with interested organizations and individuals. Specifically, a Notice of Preparation of a Draft EIR providing notice of a public scoping meeting was distributed on October 20, 2023, to federal, state, regional, and local government agencies and interested parties. The Notice of Preparation was distributed to solicit comments and to inform agencies and the public of the Proposed Project during a 30-day public review period that extended from October 20, 2023, to November 20, 2023. The purpose of the Notice of Preparation is to provide notification that a Draft EIR for the Proposed Project is being prepared and to solicit guidance on the scope and content of the document.

Table 1-1, Notice of Preparation Written Comments Summary, provides a summary of the Notice of Preparation responses and issues raised. A copy of the Notice of Preparation and responses received are included in Appendix A to this EIR.

Table 1-1. Notice of Preparation Written Comments Summary

Commenting Agency/Person	Letter Dated	Summary of Comments	Issue Addressed In:
State Agencies			
California Department of Fish and Wildlife (CDFW)	November 20, 2023	The CDFW states that the EIR should address the following: Assessment of various habitats with associated maps; Biological inventories; Inventory of rare, threatened, endangered, and other sensitive species; Species specific/MSHCP surveys; Floristic-based assessment of special status plants and natural communities; Regional setting information; Full account of all open space and mitigation/conservation lands within and adjacent to the Proposed Project; Discussion of direct, indirect, and cumulative impacts with regard to biological resources; Analysis of a reasonable range of alternatives; Outlining of objectives and mitigation measures applicable to the Proposed Project	Section 4.3, Biological Resources; Chapter 5, Alternatives
Native American Heritage Commission (NAHC)	October 24, 2023	The NAHC summarizes requirements for Native American consultation pursuant to Senate Bill (SB) 18 and Assembly Bill (AB) 52 and provides standard guidance on the scope of the analysis of potential impacts to Native American resources and recommendations for mitigation.	Section 4.14, Tribal Cultural Resources
State of California Department of Justice	October 26, 2023	The Department of Justice mentioned that land use conflicts between warehouses and sensitive receptors should be avoided. They asked that the Proposed Project consider measures to reduce emissions associated with the Proposed Project to help the state reach its goals. Impacts of trucks passing sensitive receptors should be analyzed. They also attached Warehouse Projects Best Management Practices and Mitigation Measures.	Section 4.2, Air Quality; Section 4.7, Greenhouse Gas Emissions

Table 1-1. Notice of Preparation Written Comments Summary

Commenting Agency/Person	Letter Dated	Summary of Comments	Issue Addressed In:
Regional Agencies			
South Coast Air Quality Management District (AQMD)	November 16, 2023	The South Coast AQMD included recommendations on the analysis of potential air quality impacts to be included in the EIR. Suggested mitigation in the event of significant impacts was provided. Design consideration and health risk reduction strategies to further reduce air quality impacts were also included.	Section 4.2, Air Quality
Riverside County Flood Control and Water Conservation District (RCFlood)	November 1, 2023	RCFlood stated that the Proposed Project could require a NPDES permit. The Proposed Project site is in the San Jacinto River limits. If the Proposed Project involves a FEMA mapped floodplain, the City should follow proper requirements under FEMA, and should require CLOMR and LOMR. Proper mitigation should be implemented as needed. If a natural watercourse or mapped floodplain is impacted, the City should require the Property Owner/Developer obtain a Section 1602 Agreement from the CDFW and a Section 404 Permit from the US Army Corps of Engineers. A Section 401 Water Quality Certification may be required prior to issuance of the Corps 404 permit.	Section 4.9, Hydrology and Water Quality
City of Menifee	November 20, 2023	The City of Menifee commented primarily on traffic impacts and cumulative impacts to the City of Menifee's Fire Department as a result of the Proposed Project.	Section 4.13, Transportation

Table 1-1. Notice of Preparation Written Comments Summary

Commenting Agency/Person	Letter Dated	Summary of Comments	Issue Addressed In:
Organizations			
Californians Allied for a Responsible Economy (CARE CA)	November 20, 2023	CARE CA commented that the EIR should avoid narrow project objectives that exclude alternatives. They also stated that the EIR should clearly indicate the type and mix of warehouse uses. The City must ensure that the EIR is not deficient in informational air quality impacts as they connect to adverse human health effects resulting from diesel emitting trucks. They also noted that a Health Risk Assessment should also be included.	Chapter 2, Project Description; Section 4.2, Air Quality; Chapter 5, Alternatives
Local Native American Tribes			
Agua Caliente Band of Cahuilla Indians	November 9, 2023	The Agua Caliente Band of Cahuilla Indians requested the presence of a monitor on site and mentioned that the Project Site is near several archaeological sites from the southeast, they have also requested a copy of the EIR.	Section 4.4, Cultural Resources, Section 4.14, Tribal Cultural Resources
Interested Parties			
Members of the public	Various	Disinterest in additional warehouses in the area; conflict with surrounding land uses (i.e., Perris Airport); safety impacts with regard to the Perris Airport and their patrons; economic impacts; runoff issues; environmental justice; bird nesting sites; design features need to be considered for safety of skydivers; concern with the accuracy of the reflection of the easement on the map; compliance with FAA standards; impacts to recreational facilities; air quality impacts; traffic impacts	Chapter 2, Project Description; Section 4.2, Air Quality; Section 4.3, Biological Resources; Section 4.8; Hazards and Hazardous Materials; Section 4.9, Hydrology and Water Quality; Section 4.10, Land Use and Planning; Section 4.12, Recreation; Section 4.13, Transportation

Table 1-1. Notice of Preparation Written Comments Summary

Commenting Agency/Person	Letter Dated	Summary of Comments	Issue Addressed In:
The People's Petition to City of Perris: Petition for a Fair, Accurate and Thorough Evaluation of the Safety and Environmental Impact of Proposed Project to Perris Valley Airport	Signed on various dates	This petition focused on ensuring fair and transparent public hearings to start. It also expressed a necessary extensive review of the wind study analysis. The petition also expresses a desire for the Initial Study and Notice of Preparation to be corrected with accurate information.	Section 4.8, Hazards and Hazardous Materials
The People's Petition to City of Perris: Concerns RE ALUCP & FAA	Signed on various dates	This petition focused on the ALUC determination and how the ALUCP and its alleged inconsistent nature with the Proposed Project be thoroughly considered, and the Proposed Project redesigned to ensure compliance with the ALUCP. It also references the building height restriction by the FAA.	Section 4.10, Land Use and Planning; Section 4.8, Hazards and Hazardous Materials

Notes: ALUC = Airport Land Use Compatibility; ALUCP = Airport Land Use Compatibility Plan; CLOMR = Conditional Letter of Map Revision; FAA = Federal Aviation Administration; FEMA = Federal Emergency Management Agency; LOMR = Letter of Map Revision

Pursuant to CEQA Guidelines Section 15082, the City of Perris Planning Commission held a public Draft EIR scoping meeting on November 1, 2023. Public agencies and members of the public were invited to attend and provide input on the scope of the Draft EIR. City staff described the Proposed Project to the Planning Commissioners and provided a conceptual site plan for the Proposed Project and proposed architectural renderings. Following a brief explanation of the environmental review process by the EIR consultant, comments from the Planning Commissioners and the public were solicited. In summary, the Planning Commissioners, organizations' representatives, and members of the public brought up the following environmental topics:

- **Impacts to Perris Valley Airport.** There was ongoing concern that the Proposed Project would result in safety impacts that could lead to the closure of Perris Valley Airport. Commenters voiced that if the airport were to close it would lead to the loss of jobs, negatively impact tourism revenue, and eliminate military training capabilities that currently occur at Perris Valley Airport.
- **Concern with the Proposed Project Name.** Multiple people raised concern about the Proposed Project name and its implied association and approval with and from the owners of Perris Valley Airport. Commenters advised that the Proposed Project name be changed so as to avoid confusion and avoid misleading city officials or the general public.

- **Concerns with the Airport Land Use Plans and the Accuracy of These Current Plans.** Commenters were concerned that the Proposed Project lacks compatibility with FAA Part 77 and the airport master plan. Current airport land use plans were called into question due to them being allegedly outdated. Commenters also suggested that the Proposed Project's proposed uses would be an incompatible land use with surrounding uses including Perris Valley Airport. There was a concern raised about the compatibility plan consultant Johnson Aviation working for the Property Owner/Developer and there being a potential conflict of interest.
- **Aesthetics.** Commenters voiced that the scale, height, and potential reflective materials of the buildings could worsen wind impacts. Commenters suggested studying alternative sizes, heights, and non-reflective exterior finishes and roofing materials to minimize issues. Concerns about glare impacts and its impact on night vision for military jumpers at the airport was raised.
- **Air Quality.** Commenters voiced concern with adding fleets of idling diesel trucks and the air quality impacts to the runway and sensitive receptors proximate to the Proposed Project.
- **Biological Resources.** There were requests to study burrowing owls as a result of the proposed water detention basins and landscape areas that could attract bird species.
- **Cultural Resources.** Commenters mentioned that Perris Valley Airport should be recognized as a historic resource as it has been in operation for over 90 years. It was also voiced that closure of the airport would severely impact the cultural heritage of the City.
- **Public Services.** Concerns about an increase in public service needs resulting from fire impacts were voiced.
- **Recreation.** Commenters voiced that the Initial Study did not accurately study recreation and argued that Perris Valley Airport is a public recreation amenity and has been mislabeled as a private airport.
- **Hazards and Safety.** People voiced concern that the reflective finishes and roofing materials could blind pilots and skydivers. Commenters voiced concern that the warehouse buildings in immediate proximity to Perris Valley Airport would introduce unmanageable safety risks. Multiple comments about turbulence issues and crash hazards into the warehouse buildings were voiced. It was stated that as it currently exists, the trees provide safety barriers to the airplanes as a signal of where electrical lines currently exist and that removal of these trees along Ellis Avenue would create a safety impact. A wind analysis study was repeatedly requested.
- **Transportation.** Traffic impacts as a result of this Project and cumulative traffic impacts are a concern of many commenters. Specific intersections recognized as potentially problematic included:
 - Case Road/Ellis Avenue
 - Case Road/Goetz Road

- **Wildfires.** Concerns with wildfires as a result of crashing planes was voiced.
- **Alternatives.** There were multiple requests to analyze different alternatives for the Proposed Project that will not negatively impact Perris Valley Airport.
- **Initial Study Concerns.** G10 Law voiced concerns about the integrity of the Initial Study prepared for the Proposed Project.

1.4 Scope of the Environmental Impact Report

A Notice of Preparation (included as Appendix A of this EIR) supported by an Initial Study was prepared in accordance with CEQA Guidelines Section 15063(c) during the environmental scoping process and determined that five environmental impact categories would not be significantly affected by or did not affect the Proposed Project. These categories are not discussed in detail in this Draft EIR. Refer to Chapter 5, Other CEQA Considerations for Impacts Found Not to Be Significant.

- Agriculture and Forestry Resources
- Mineral Resources
- Population and Housing
- Public Services
- Wildfire

1.4.1 Potentially Significant Adverse Impacts

Based on a review of the Proposed Project and comments received during the Notice of Preparation public review period and preparation of an Initial Study (Appendix A), the City determined that an EIR that addresses the following environmental issue areas should be prepared:

• Aesthetics	• Hydrology and Water Quality
• Air Quality	• Land Use and Planning
• Biological Resources	• Noise
• Cultural Resources	• Recreation
• Energy	• Transportation
• Geology and Soils	• Tribal Cultural Resources
• Greenhouse Gas Emissions	• Utilities and Service Systems
• Hazards and Hazardous Materials	

The specific topics evaluated are detailed in Chapter 4, Environmental Analysis, of this Draft EIR.

This Draft EIR evaluates direct impacts, reasonably foreseeable indirect impacts, and cumulative impacts resulting from planning, construction, and operation of the Proposed Project using the most current information available and in accordance with the provisions set forth in CEQA and the CEQA Guidelines. In addition, this Draft EIR recommends potentially feasible mitigation measures, where

possible, and project alternatives that would reduce or eliminate significant, adverse environmental effects.

1.5 Public Review of the Draft EIR/Final EIR

This Draft EIR is being circulated for public review and comment for a period of 45 days. During this period, the public and public agencies can submit comments on the Draft EIR's accuracy and completeness to the lead agency. Release of the Draft EIR marks the beginning of the 45-day public review period pursuant to CEQA Guidelines Section 15105. The 45-day public review period for this Draft EIR will be from June 13, 2025, through July 28, 2025. The public can review this Draft EIR at the following address during normal business hours (Monday through Friday, 8:00 a.m. to 5:00 p.m.) or on the City's website at <https://www.cityofperris.org/departments/development-services/planning/environmental-documents-forpublic-review>.

Public Service Counter
City of Perris Planning Division
135 North D Street
Perris, California 92570

The City encourages all comments on this Draft EIR to be submitted in writing. Comments or questions regarding this Draft EIR should be addressed to the following:

Nathan Perez, Senior Planner
City of Perris Planning Division
135 North D Street
Perris, California 92570
(951) 943-5003
nperez@cityofperris.org

1.5.1 Final Environmental Impact Report and Certification

Upon completion of the Draft EIR public review period, a Final EIR that will include written comments on the Draft EIR received during the public review period and the City's responses to those comments will be prepared. The Final EIR will also include a Mitigation Monitoring and Reporting Program prepared in accordance with CEQA (California Public Resources Code, Section 21081.6). The Final EIR will address any revisions to the Draft EIR made in response to public, organization, or public agency comments. The Draft EIR and Final EIR together will compose the EIR for the Proposed Project. Before the City can review the Proposed Project for approval, it must first certify that the EIR has been completed in compliance with CEQA, that it has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City. The City will also be required to adopt Findings of Fact and a Statement of Overriding Considerations (if any significant, unavoidable impacts are identified). If no significant, unavoidable impacts (assuming the City finds the proposed mitigation measures to be feasible) are identified, the

City will not be required to adopt a Statement of Overriding Considerations if it approves the Proposed Project (California Public Resources Code, Section 21081).

1.6 Documents Incorporated by Reference

CEQA Guidelines Section 15150 allows for incorporation by reference of “all or portions of another document which is a matter of public record or is generally available to the public.” Incorporation by reference is used principally as a means of reducing the size of EIRs. This Draft EIR relies in part on data, environmental evaluations, mitigation measures, and other components of EIRs and plans prepared by the City of Perris for areas in the Proposed Project vicinity. These documents are listed here and used as source documents for this EIR. These documents are available for public review during normal business hours (Monday through Friday, 8:30 a.m. to 5:00 p.m.) at the Public Service Counter for the City of Perris Planning Division at 135 North D Street, Perris, California 92570, and on the City’s website at <https://www.cityofperris.org/departments/development-services/planning/environmental-documents-forpublic-review>:

- Perris Comprehensive General Plan 2030, City of Perris, originally approved on April 26, 2005 (GP). (Available at <https://www.cityofperris.org/departments/development-services/general-plan>)
- Perris General Plan 2030 Draft Environmental Impact Report (SCH No. 2004031135), certified April 26, 2005. (Available at <https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000>)

Chapter 2 Project Description

The purpose of this chapter is to describe the proposed Perris Airport Industrial Project (Proposed Project or Project) for the public, reviewing agencies, and decision-makers. According to Section 15124 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), a complete project description must contain the following information: (1) the precise location and boundaries of the Proposed Project, as shown on a detailed project site map and a regional map; (2) a statement of the objectives sought for the Proposed Project; (3) a description of the Proposed Project's technical, economic, and environmental characteristics; and (4) a statement of the intended uses of the Environmental Impact Report (EIR), including discretionary actions. This chapter also includes a list of agencies expected to use the EIR in their decision-making and a list of permits and other approvals required to implement the Proposed Project.

2.1 Project Location

The Project Site is located in the southern part of the City of Perris, in Riverside County. The Project Site lies on the southeastern portion of the intersection between East Ellis Avenue and Goetz Road. Three paved roads adjoin the Subject Property: East Ellis Avenue adjoins the Project Site on the north; Case Road on the east, and Goetz Road on the west. The Project Site shares interior property lines with the runway of Perris Valley Airport. Figure 2-1, Regional Location, shows the Project Site in a regional context and Figure 2-2, Project Site, shows the Project Site and surrounding streets.

The Project Site consists of undeveloped land with native vegetation (refer to Figure 2-3, Aerial Photography). The Project Site is comprised of seven parcels that total 87.69 gross (82.71 net) acres in size, designated as Site 1 and Site 2. Site 1 encompasses Assessor's Parcel Numbers (APNs) 330-090-031, -033, -036, -038, -040 and 330-100-031. Site 2 encompasses Assessor's Parcel Number 330-090-034.

Site 1 and Site 2 are separated by the runway of the Perris Valley Airport and connected only at the northern edges. Site 1 is bordered by an apartment complex and an open field to the north, the runway of Perris Valley Airport to the east, the Perris Valley Airport parking lot and indoor skydiving facility to the south, and Goetz Road to the west. Refer to Draft EIR Subsection 3.3.2, Surrounding Land Uses and Zoning Designations, for a description of existing land uses that abut the Project Site.

Site 2 is bordered by a trucking school, a single-family house that appears to be used as a business, and a recycling facility to the north. To the east and south, Site 2 is bounded by open fields, and to the west, the runway of Perris Valley Airport.

2.2 Project Objectives

The fundamental purpose and goal of Perris Airport Logistics Center Project is to develop a high-quality industrial warehouse facility in the City of Perris, consistent with the existing City of Perris General Plan and zoning designations for the Project Site. In accordance with Section 15124(b) of the CEQA Guidelines, the following objectives have been established by the applicant for the Proposed Project and will aid decision-makers in their review of the Proposed Project and associated environmental impacts:

1. Allow for the development of a professional, well-maintained, and attractive light industrial warehousing complex that is compatible with nearby residential neighborhoods.
2. Develop industrial land uses on the Project Site consistent with the City of Perris Comprehensive General Plan 2030 land use plan, policies, and objectives.
3. Provide additional employment opportunities for area residents consistent with the Southern California Association of Governments' Connect SoCal 2024 plan, which promotes a balance of job and housing opportunities in local areas to reduce long commutes from home to work.
4. Develop industrial land uses that are compatible with the existing use of Perris Valley Airport and the Skydive Perris operation.
5. Provide additional industrial warehousing opportunities adjacent to designated truck routes within the City of Perris.
6. Expand economic development and facilitate job creation in the City of Perris by establishing a new industrial development area adjacent to an already-established industrial area.
7. Revitalize the Project Site by transitioning from underutilized agricultural land use to a modern-day commerce center.

2.3 Project Components

The General Plan is intended to facilitate development of the area in an orderly and consistent fashion, that is coordinated with the provision of necessary infrastructure and public improvements. Land use designations and permitted uses are defined in the Land Use Element of the General Plan. The Land Use Plan delineates the locations and extent of each of the types of land uses envisioned in development over the 30-year period associated with the General Plan. General guidelines for the size and intensity of future development are set forth and are the basis for changes in development standards in the City's Zoning and Subdivision Ordinances. The aggregate floor area for all new buildings, the numbers of new housing units, and increases in population and employment accompanying new development are estimated for the 30-year General Plan period.

The General Plan designates the Project Site for Light Industrial (Site 1 and Site 2) and Public (the connection between Site 1 and Site 2) uses. As allowed under these land use designations, the Proposed Project involves the construction and operation of two industrial buildings and a trailer storage lot with a guard shack. As described in this section, the proposed industrial buildings are designed to comply with the standards and guidelines set forth in the General Plan including but not limited to the following: on-site design standards and guidelines (including site layout, architecture, lighting, and others), off-site design standards and guidelines (including circulation and infrastructure), landscaping, industrial design standards and guidelines, and infrastructure. The Proposed Project has also been designed to comply with applicable requirements of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan relative to uses within Compatibility Zone E as well as the Perris Valley Airport Land Use Compatibility Plan relative to uses within Compatibility Zones A through D.

The Proposed Project includes the following entitlement applications for consideration by the City of Perris:

- Tentative Parcel Map (TPM) No. 38412 to combine the existing seven parcel Project Site into two parcels. The existing APNs subject to the proposed changes are: 330-090-031, 330-090-033, 330-090-034, 330-090-036, 330-090-038, 330-090-040, 330-100-031.
- Development Plan Review (DPR) 22-00005 for the proposed industrial warehouse buildings.
- Conditional Use Permit (CUP) 23-05107 to allow for the proposed trailer storage lot.

2.4 Project Description

“Project,” as defined by the CEQA Guidelines, means:

. . . the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1) . . . enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700. (14 Cal. Code of Reg. Section 15378[a])

2.4.1 Project Description

The Property Owner/Developer proposes to combine the seven existing parcels into two via a TPM No. 38412 to construct two industrial warehouse/distribution buildings (Building 1 would be 795,109 square feet, and Building 2 would be 71,961 square feet) on Site 1 (Development Plan Review (DPR) 22-00005) and a trailer storage lot with a 100-square-foot guard shack on Site 2 (Conditional Use Permit (CUP) 23-05107) (refer to Figure 2-4, Site Plan).

2.4.1.1 Project Components (Site 1)

Building 1 would have an approximately 28,500-square-foot office area, approximately 766,409 square feet of warehouse area, and 200 square feet would be used as a fire water pump room. Building 1 would have a maximum height of 50 feet, 146 dock doors, three grade doors, and 290 trailer parking stalls. With regard to parking, Building 1 would provide approximately eight accessible stalls, 271 standard stalls, 18 electric vehicle (EV) stalls with chargers, and 53 EV stalls with the infrastructure for future chargers based on demand, for a total of 350 stalls. Passenger vehicle parking would be located at the northwest corner of the Project Site along Ellis Avenue and Goetz Road. The truck court would be located at the rear of the building and be separated from automobile circulation. Building 1 would also provide 20 bicycle parking locations.

Building 2 would have an approximately 6,500-square-foot office area and the remaining 65,461 square feet would be warehouse area. Building 2 would have a maximum height of 45 feet and approximately 10 ground level doors to serve standard delivery trucks. Building 2 would provide approximately six accessible stalls, 107 standard stalls, six EV stalls with chargers, and an additional 19 EV stalls with the infrastructure for future chargers based on demand, for a total of 126 stalls. The truck court would be located at the rear of the building and be separated from automobile circulation. Building 2 would also provide five bicycle parking locations. Pedestrians circulating between the parking lot for Building 2 and the office for Building 1 would be directed to the signalized pedestrian crossing at Mountain Avenue and Goetz Road.

Of the 59.82 net site acreage, the lot coverage would be 32.82 percent where a maximum of 50 percent is allowed, and the floor area ratio would be 0.33 where 0.75 is allowed under Light Industrial and General Industrial uses. The landscaped area would cover 25.03 percent of the site, where a minimum of 15 percent is required. The truck court entries would be secured with an eight-foot-high wrought iron rolling gate and screened with 14-foot-high concrete wing walls. The southern and eastern property lines would be secured with an eight-foot-high tube steel fence, painted black. Refer to Figures 2-5a, 2-5b, and 2-5c, Elevations, for elevations of the Project Site. Each building will have one fire water pump.

The Proposed Project buildings would comply with applicable standards and guidelines outlined in the City of Perris General Plan related to architecture and, in general, would have a modern industrial design. Required indoor and outdoor employee amenities would also be provided.

Currently, there are no identified end users for the Proposed Project. Intended occupants for the Proposed Project include distribution firms seeking an Inland Empire location from which to service their client base. Since end users are unknown, the hours of operation and employee count may vary, but the Proposed Project buildings are assumed for planning purposes to operate 24 hours per day, 7 days per week. Office workers would likely have typical shifts of Monday through

Friday, 8:00 a.m. to 5:00 p.m., while warehouse staff could work in day, evening, and night shifts. Specific hours of operation would be identified during the tenant improvement process.

2.4.1.2 Access, Circulation, and Parking (Site 1)

Driveway 1 along Goetz Road would have a right-in/right-out access for passenger cars only for Building 1. Driveway 2 along Goetz Road would have a private new driveway designed to align with Mountain Avenue and would allow for full access via a signalized intersection, only serving trucks for both Building 1 and Building 2. Driveway 3 along Goetz Road would have a right-in/right-out access driveway serving passenger cars only for Building 2. Finally, Driveway 4 along Ellis Avenue would have right-in/right-out access for trucks to the truck/trailer lot. A total of 477 auto spaces are provided for Site 1. Street improvements would be required along Goetz Road and Ellis Avenue, which would connect to the recent City-improved intersection at Goetz Road.

The following improvements are proposed to accommodate site access:

- Goetz Road & Ellis Avenue:
 - Project to construct dual westbound left turn lanes with a minimum of 100-feet of storage.
 - Project to construct two westbound through lanes and a shared through-right turn lane.
- Goetz Road & Driveway 1:
 - Project to install a stop control on the westbound approach and a right turn lane. The driveway should serve Building 1 and should be restricted to right-in/right-out access for passenger cars only. Access is to be controlled by the existing raised median on Goetz Road.
- Goetz Road & Driveway 2:
 - Project to install traffic signal. The private driveway should align with the existing alignment of Mountain Avenue to the west and will allow full-access turning movement (no access restrictions). This driveway will only serve truck for both Building 1 and Building 2.
 - Project to construct a westbound shared left-through-right turn lane.
- Goetz Road & Driveway 3:
 - Project to install a stop control on the westbound approach and a right turn lane. The driveway should serve Building 2 and should be restricted to right-in/right-out access for passenger cars only. Access is to be controlled by the existing raised median on Goetz Road.
- Driveway 4 & Ellis Avenue:

- Project to install a stop control on the northbound approach and a right turn lane. The driveway should serve Building 1 and should be restricted to right-in/right-out access for trucks only.
- Project to construct an eastbound shared through-right turn lane.
- Project to construct three westbound through lanes.
- Case Road & Ellis Avenue:
 - Project to construct an eastbound left turn lane and right turn lane.
 - Project to retain the existing eastbound through lane.

The Circulation Element of the City of Perris General Plan contains roadway standards for the City. Additionally, Policy VII.A of the Circulation Element advises that implementation of the Transportation System be done in a manner consistent with federal, state, and local environmental quality standards and regulations. The Proposed Project would comply with these policies and standards. Further, the Proposed Project has been designed to comply with Chapter 10, Vehicles and Traffic, and Chapter 12, Street and Sidewalks, of the City's Municipal Code.

The Proposed Project also includes improvements to the following roadways: Goetz Road, Ellis Avenue, Driveway 1, Driveway 2, Driveway 3, Driveway 4, and Case Road, as required by the final Conditions of Approval for the Proposed Project and applicable City of Perris standards.

2.4.1.3 Truck Routes (Site 1)

According to the City of Perris Truck Route map, truck access from the Interstate 215 freeway to the Project Site would be from the Case Road interchange north to westerly Ellis Avenue, then south on Goetz Road. Directional signage would be provided on site to direct drivers accordingly. Trucks would exit the warehouse facility with a right (northerly) turn from either Driveway 2 along Goetz Road or with a right (easterly) turn from Driveway 4 along Ellis Avenue, then a right (southerly) turn onto Case Road to the interchange with Interstate 215. The Proposed Project has been designed to comply with Chapter 10.40, Truck Routes, of the City's Municipal Code. Refer to Figure 2-6, Truck Routes, for the City's updated truck routes effective August 26, 2022.

2.4.1.4 Landscaping, Walls/Fences, and Lighting (Site 1)

Landscaping would be provided along the entire perimeter of Site 1 to screen the proposed industrial buildings and beautify the surrounding area. On-site exterior lighting would be provided throughout the warehouse and Project Site as required for security and wayfinding. The City recently improved Goetz Road to the ultimate curb-to-curb width per the General Plan Circulation Element street designation of a 128-foot right-of-way arterial section. The Proposed Project would be required to improve the 17-foot-wide parkway section within the Proposed Project's frontage with sidewalks and landscaping. Chapter 19.44.060, Landscape Standards, of the City's Municipal Code establishes

standards for landscaping in Industrial Zones, of which the Proposed Project would be required to comply with.

2.4.1.5 Utilities (Site 1)

Chapter 19.02.100, Utilities, of the City's Municipal Code requires that utility connections be coordinated with the development of the site. As such, the Proposed Project would include the installation of on-site storm drain, water quality, water, sewer, electric, natural gas, and telecommunications infrastructure systems to serve the proposed warehouse buildings. Infrastructure improvements would include the installation of sewer, water, and fire hydrant lines.

Dry Utilities

Electrical energy to the City is accessed by transmission and distribution lines from substations owned by Southern California Edison. Natural gas is provided to the City by the Southern California Gas Company. Although the Proposed Project would require natural gas for building heating, the Proposed Project would comply with the most up to date Title 24 Building Energy Efficiency Standards. The City is served by various telecommunication companies. The on-site utility infrastructure would connect to existing utilities in the vicinity of the Project Site or new utility lines that would be installed within the public right-of-way adjacent to the Project Site.

Domestic Water, Recycled Water, and Sewer

Beginning October 15, 2025, the Eastern Municipal Water District (EMWD) and the City of Perris have finalized the consolidation of the City's water and sewer systems. The consolidation process began in February 2024 with approval of a Memorandum of Understanding by the Perris City Council and the EMWD Board of Directors. Throughout 2024, work by both agencies was performed to advance the process. Over the past few years, the city evaluated options to either transfer or continue operating the two systems. The City ultimately approached the EMWD about a system consolidation, and in September, it was approved by the Perris City Council and EMWD's Board of Directors.

Therefore, the EMWD would provide water and sewer services to the Project Site. The EMWD has an existing sewer main line located within Case Road adjacent to Site 2 and existing water lines located at the intersection of Goetz Road and Mountain Avenue.

The Proposed Project would include construction of a private sewer line that would convey flows from the buildings on Site 1 to the EMWD's existing sewer main within Case Road. The private sewer line would be constructed within existing utility easements that cross the Perris Valley Airport runway and through Site 2, where it connects to the existing EMWD sewer main in Case Road. The private sewer line would require a private lift station on Site 1 with a private four-inch

force main to Case Road, where the existing EMWD sewer would be upsized to accept the Proposed Project's sewer flows.

A 12-inch City of Perris domestic waterline exists within Goetz Road. The Proposed Project would include the construction of a separate EMWD domestic waterline within Goetz Road and Ellis Avenue. The new domestic water line would connect the existing 12-inch EMWD line at the intersection of Goetz Road and Mountain Avenue to an existing 12-inch EMWD waterline at the intersection of Ellis Avenue and Case Road.

The Project Site would be subject to the EMWD's recycled water requirements. As a result, the Proposed Project would be required to construct an eight-inch recycled waterline within the Proposed Project frontage along Goetz Road and Ellis Avenue. Recycled water would be used for the irrigation of public and private landscape areas associated with the Proposed Project.

Storm Water

The finished floor elevation for the Proposed Project's industrial buildings would be elevated above the FEMA's base flood elevation and the Proposed Project would require a Conditional Letter of Map Revision/Letter of Map Revision.

The existing storm drain facilities within Goetz Road intercept and treat any runoff trying to encroach on the Project Site. Mini gravel "basin" storm drain facilities would be constructed with Ellis Avenue roadway improvements along the northerly property line. Storm water on site would be captured through a series of catch basins and inlets located through the Project Site. Captured flows are then directed toward one of two proposed treatment areas. A portion of the site (DMA W1) would be treated by a proposed bioretention basin. The remainder of the on-site area (DMA W2) would be directed toward underground chambers that are sized to hold the water quality storm volume.

Green Building and Sustainability

Green building is the practice of designing, constructing and operating buildings to maximize occupant health and productivity, use fewer resources, reduce waste and negative environmental impacts, and decrease lifecycle costs. The Proposed Project would use applicable green building practices, including those of the most current Building Energy Efficiency Standards (Title 24, California Code of Regulations, Part 6) and California Green Building Standards Code (CALGreen; Title 24, California Code of Regulations, Part 11). The Building Energy Efficiency Standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings. CALGreen is California's statewide "green" building code. Its purpose is to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the

following categories: planning and design; energy efficiency; water efficiency and conservation; water conservation and resource efficiency; and environmental quality.

2.4.1.6 Project Components (Site 2)

Site 2 is proposed to provide truck/trailer storage. This area may provide additional parking for the operator(s) within Site 1 or it may be used by other owners/operators. The trailer storage lot would include one 100-square-foot guard house with two automobile parking stalls. The balance of Site 2 would include 291 trailer stalls and 20 tractor stalls. The eastern perimeter of the site visible from Ellis Avenue and Case Road would be screened with a landscaped berm and a painted concrete screen wall. The landscaped area provided on Site 2 would be 38.82 percent whereas only 15 percent is required. The western and southern perimeter of Site 2 would be secured with an eight-foot-high tube steel fence, painted black.

2.4.1.7 Access, Circulation, and Parking (Site 2)

Site 2 includes 291 trailer parking stalls and 20 tractor stalls as well as two automobile stalls for guard shack usage. Driveway 5 along Case Road would serve as an Emergency Exit. Driveway 6 along Case Road would have full access for trucks and passenger cars to the truck trailer lot. Street improvements along Ellis Avenue as part of the Proposed Project would connect with the proposed improvements along Case Road, which are a part of the off-site street improvements associated with the approved IDI North Project. As previously indicated, the Proposed Project also includes improvements to the following roadways: Goetz Road, Ellis Avenue, Driveway 1, Driveway 2, Driveway 3, Driveway 4, and Case Road, as required by the final Conditions of Approval for the Proposed Project and applicable City of Perris standards.

2.4.1.8 Truck Routes (Site 2)

According to the City of Perris Truck Route map, truck access from Interstate 215 to Site 2 would be from the Case Road interchange north to the driveway along Case Road. Directional signage would be provided on-site to direct drivers accordingly. Trucks would exit the trailer yard with a right (southerly) turn onto Case Road to the interchange with Interstate 215. Trucks could also access Site 2 from local locations to the north of Site 2.

2.4.1.9 Landscaping, Walls/Fences, and Lighting (Site 2)

A 14-foot-high concrete painted screen wall would be provided on the northern edge of the trailer yard visible from Ellis Avenue. An eight-foot-high tube steel fence, painted black, would be provided along the westerly and southerly interior property lines shared with Perris Valley Airport. On-site lighting would also be provided throughout the Project Site as required for security and wayfinding. The Proposed Project would improve the landscape setback along Site 2's Case Road frontage with a four-foot-high vinyl split rail fence, a 14-foot-wide Class I shared use path, a 15-

foot-wide landscaped slope, a 14-foot-wide and six-foot-high earthen berm abutting a 14-foot-high concrete painted screen wall.

2.4.1.10 Utilities (Site 2)

The Proposed Project would include the installation of on-site storm drain, water quality, water, sewer, electric, natural gas, and telecommunications infrastructure systems to serve the proposed guard shack. Infrastructure improvements would include the installation of sewer, water, and fire hydrant lines.

Dry Utilities

Refer to Site 1, Dry Utilities section, above.

Domestic Water, Recycled Water and Sewer

Refer to Site 1, Domestic Water, Recycled Water, and Sewer section, above.

Additionally, the stretch of the sewer line traversing Site 2 would provide a private sewer connection for the proposed guard shack.

Storm Water

All on-site flows generated on Site 2 would be collected by a proposed bioretention basin which would treat the runoff for water quality level storm events and discharge high level storm events, with the help of a lift station, at the existing rate toward the future storm drain channel along Case Road.

Green Building and Sustainability

Refer to Site 1, Green Building and Sustainability section, above.

2.5 Project Construction and Site Preparation

Project Site construction would involve grading and earthwork within the site boundaries to accommodate the proposed structures, infrastructure, appurtenances, and associated parking areas. Construction of off-site infrastructure such as storm drain facilities are also anticipated.

Prior to grading operations, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared in accordance with the requirements of the statewide general National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for stormwater discharge from construction sites. The SWPPP will include Project-specific best management practices (BMPs) to reduce erosion and sedimentation and is subject to review and comment by the City Public Works Department. BMPs may include, but not be limited to, soil stabilization controls, perimeter silt fences, placement of hay bales, and use of sediment basins. All erosion and

sediment controls will be in accordance with the currently adopted state general permit. The developer and construction contractor would be responsible for implementing the BMPs in accordance with the SWPPP.

Project construction would occur in two phases. The duration of construction activity (and associated equipment) represents a reasonable approximation of the expected construction activities as required per the CEQA Guidelines.

Phasing would occur as appropriate levels of infrastructure are provided. Phasing sequencing is subject to change over time to respond to various market and local factors and as such, individual phases may overlap or develop concurrently. Infrastructure improvements, as required and approved by the City Engineer to support the development, would be installed by the developer. For the purposes of evaluation in this Draft EIR, Project construction is assumed to begin in summer 2025 and be completed in spring 2026. The duration of construction activity (and associated equipment) represents a reasonable approximation of the expected construction activities as required per the CEQA Guidelines.

As further discussed in Section 4.11, Noise, of this Draft EIR, the City of Perris Municipal Code, Section 7.34.060, allows construction activities during daytime hours between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday, except legal holidays. Construction equipment is expected to operate at the Project Site 8 hours per day during the allowed days and time period; however, the typical working hours for most construction contractors are 7:00 a.m. to 4:00 p.m., and construction equipment is not in continual use; each piece of equipment is used only periodically during a typical construction workday. Should construction activities need to occur outside the hours permitted by the Municipal Code, the Property Owner/Developer would be required to obtain authorization from the City. Should on-site concrete pouring activities need to occur at night to facilitate proper concrete curing, pours would typically occur between the approximate hours of 2:00 a.m. and 8:00 a.m.

2.6 Project Operational Characteristics

In accordance with CEQA, the Draft EIR makes reasonable assumptions for operating characteristics based on the expected use of the proposed buildings. The Project Applicant anticipates that a high-cube warehouse distribution operator or warehousing operation would occupy the buildings. For the purposes of evaluation in this Draft EIR, the Proposed Project is assumed to be operational 24 hours per day, 7 days per week, with exterior loading and parking areas illuminated at night. The buildings have been designed such that business operations would be conducted within the enclosed buildings, except for traffic movement, parking, and the loading and unloading of truck trailers at designated areas.

As a practical matter, dock doors on warehouse buildings are not occupied by a truck at all times of the day. There are typically many more dock door positions on warehouse buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies. In other words, trucks ideally dock in the position closest to where the goods carried by the truck are stored inside the warehouse. As a result, many dock door positions are frequently inactive throughout the day.

For the purposes of this EIR, the storage yard on Site 2 has been evaluated assuming it is an independent use in an effort to evaluate the most conservative trip generation and associated emissions and noise levels for the Project (for Site 2).

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

Compliance with state law is mandatory and inspections of on-road diesel trucks subject to applicable state laws are conducted by the California Air Resources Board. During long-term operating conditions, employees, visitors, and vehicles hauling goods would travel to and from the Project Site daily. Using the trip generation rates given in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition), the Proposed Project is anticipated to generate 2,728 two-way trips per day with 195 AM peak hour trips and 227 PM peak hour trips (actual vehicles).

2.7 Required Permits and Actions

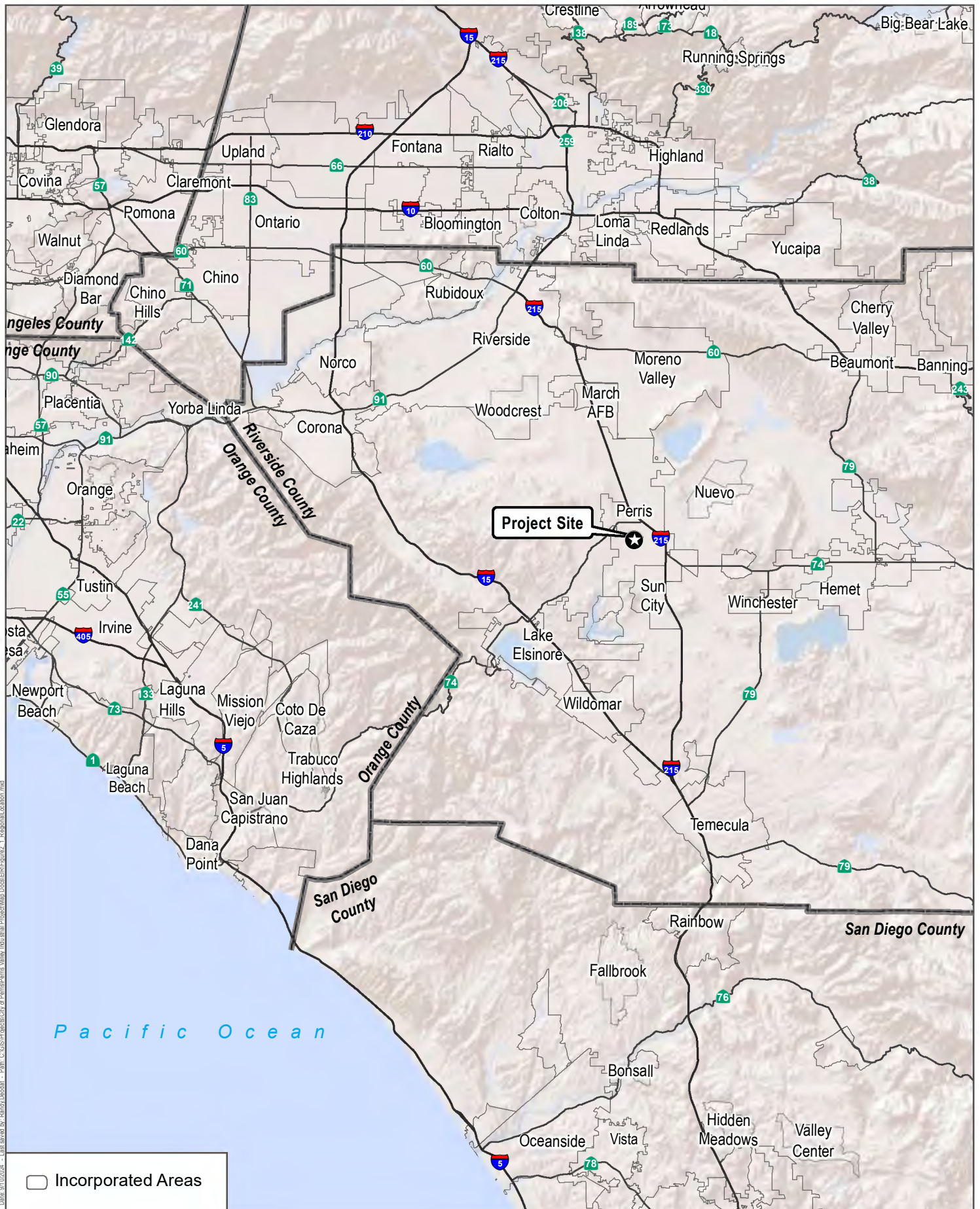
As the lead agency for the Proposed Project, the City of Perris has primary approval responsibility for the Proposed Project, pursuant to CEQA Guidelines Section 15050. The City's Planning Commission is the decision-making authority for the Project Applicant's requested discretionary applications. The Planning Commission will make a decision regarding if the Final EIR should be certified and if to approve, approve with changes, or deny the Proposed Project. The Planning Commission decision may be appealed to the City Council. In the event of approval of the Proposed Project and certification of the Final EIR, the City would subsequently conduct administrative reviews and grant ministerial permits and approvals to implement Project requirements and conditions of approval.

This Draft EIR is a Project EIR, as defined under CEQA Guidelines Section 15161, that examines the environmental impacts of the Proposed Project. This Draft EIR also addresses various actions by the City and others to adopt and implement the Proposed Project. It is the intent of this Draft EIR to evaluate the environmental impacts of the Proposed Project, thereby enabling the City of Perris, other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this Proposed Project are listed in Table 2-1, Anticipated Discretionary Actions/Approvals.

Table 2-1. Anticipated Discretionary Actions/Approvals

Public Agency	Action
Discretionary Approvals	
City of Perris	Certify the Environmental Impact Report and adopt Findings, a Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program
	Tentative Parcel Map (TPM) No. 38412
	Development Plan Review (DPR) 22-00005 for the two proposed warehouses (Building 1: 795,109 square feet and Building 2: 71,961 square feet)
	Conditional Use Permit (CUP) 23-05107 for the proposed trailer storage lot
Non-discretionary Approvals	
City of Perris	Review and approval of all infrastructure plans, including street and utility improvements pursuant to the conditions of approval
	Review all on-site and off-site plans, including grading and on-site and off-site utilities
	Approval of a preliminary Water Quality Management Plan (WQMP) to mitigate post-construction runoff flows
Approvals and Permits by Other Agencies	
Santa Ana Regional Water Quality Control Board	A National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened
Riverside County Airport Land Use Commission	Advisory review for a determination of consistency with the Perris Valley Airport Land Use Compatibility Plan (ALUCP)
Federal Aviation Administration	Issuance of a determination that the Proposed Project would not be a hazard to air navigation
South Coast Air Quality Management District	Issue necessary air quality permits to construct and permits to install and operate new stationary sources of equipment that emit or control air contaminants
Regional Conservation Agency	Joint Project Review
Federal Emergency Management Agency	Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR)
Eastern Municipal Water District	Approval of Water Supply Assessment and water and sewer improvement plans

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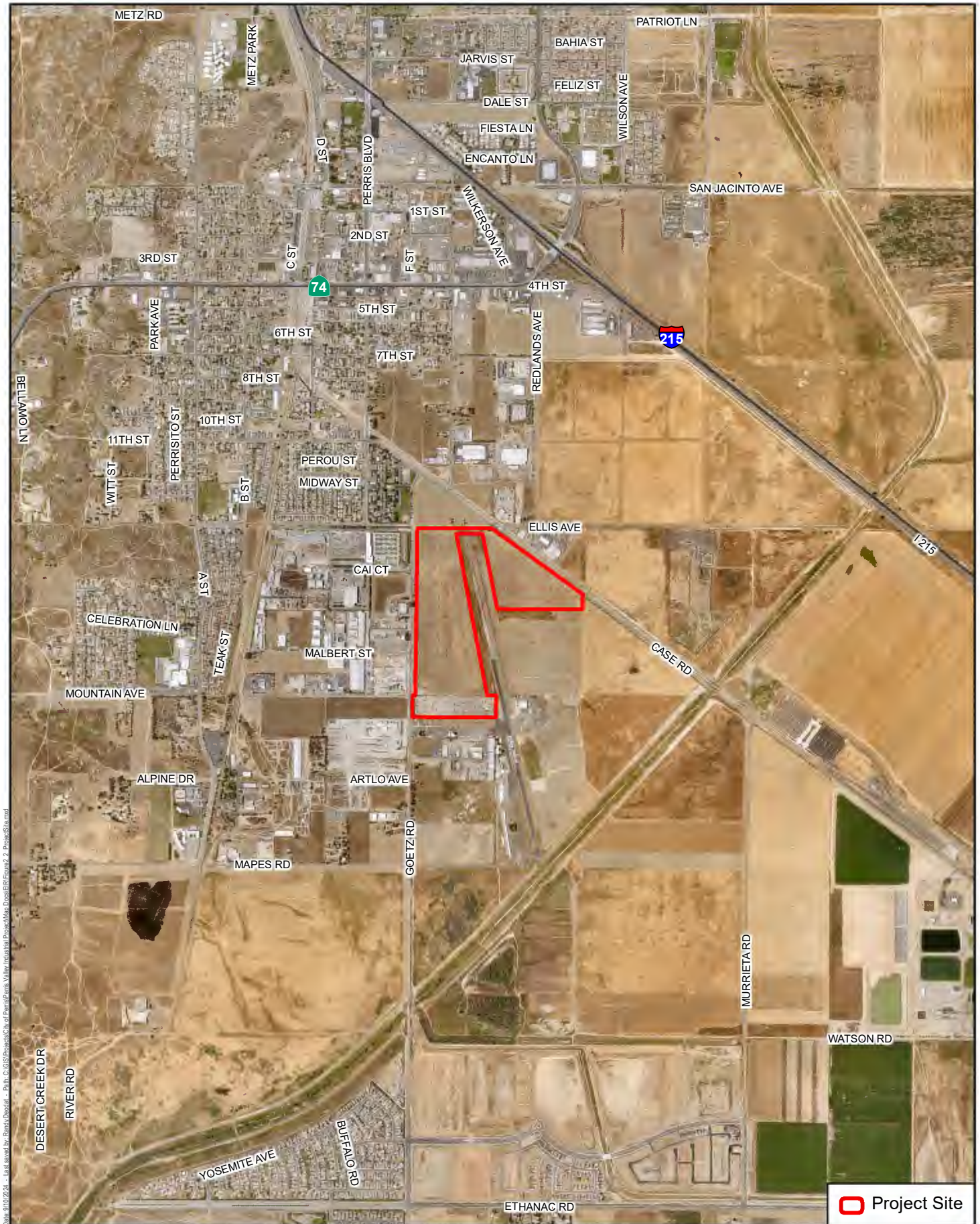
Source: ESRI 2021.

Figure 2-1

Regional Location

Perris Airport Logistics Center Project

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Source: County of Riverside Imagery 2020.

Figure 2-2

Project Site

Perris Airport Logistics Center Project

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Source: County of Riverside 2023; County of Riverside Imagery 2020.



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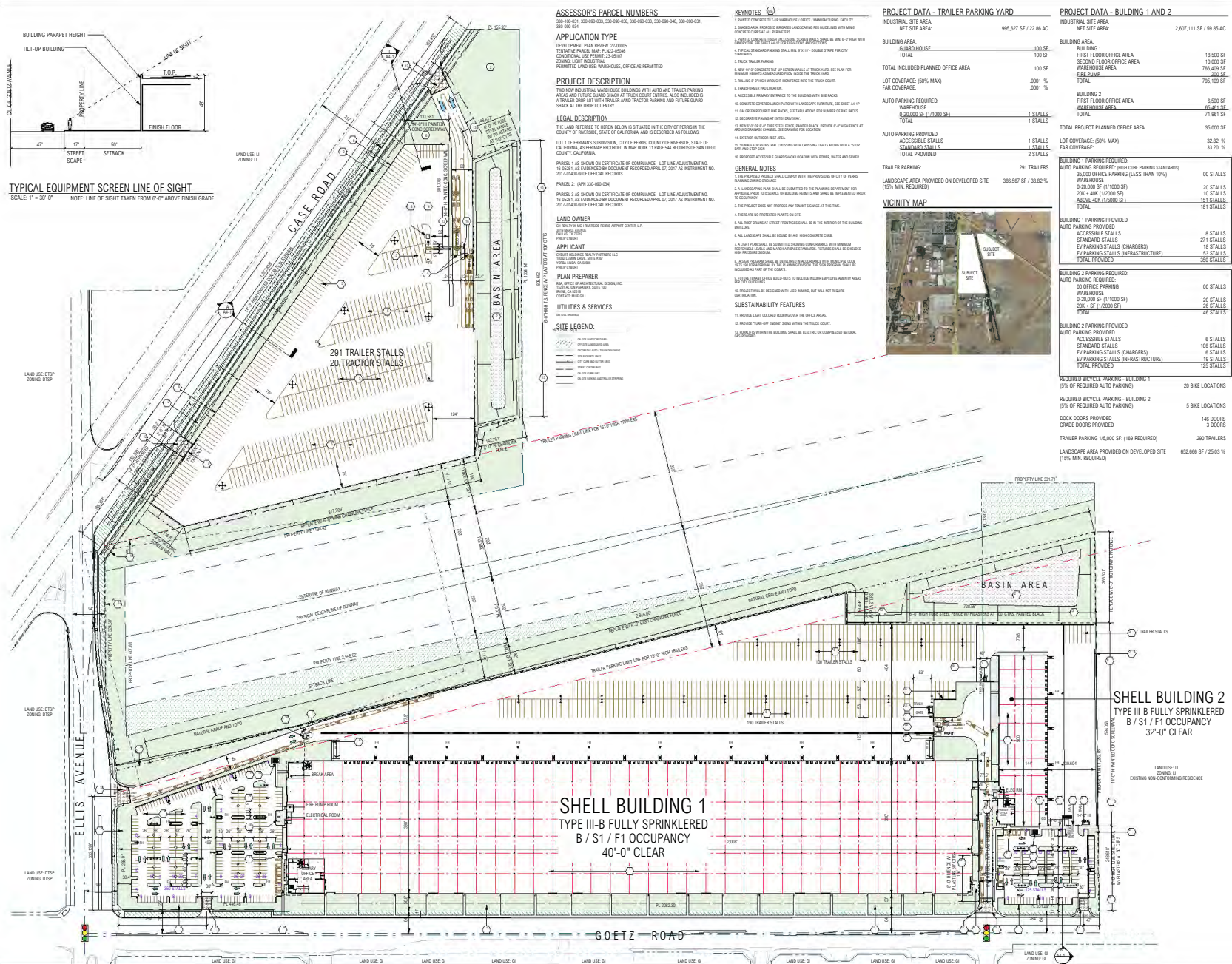
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Figure 2-3

Aerial Photography

Perris Airport Logistics Center Project

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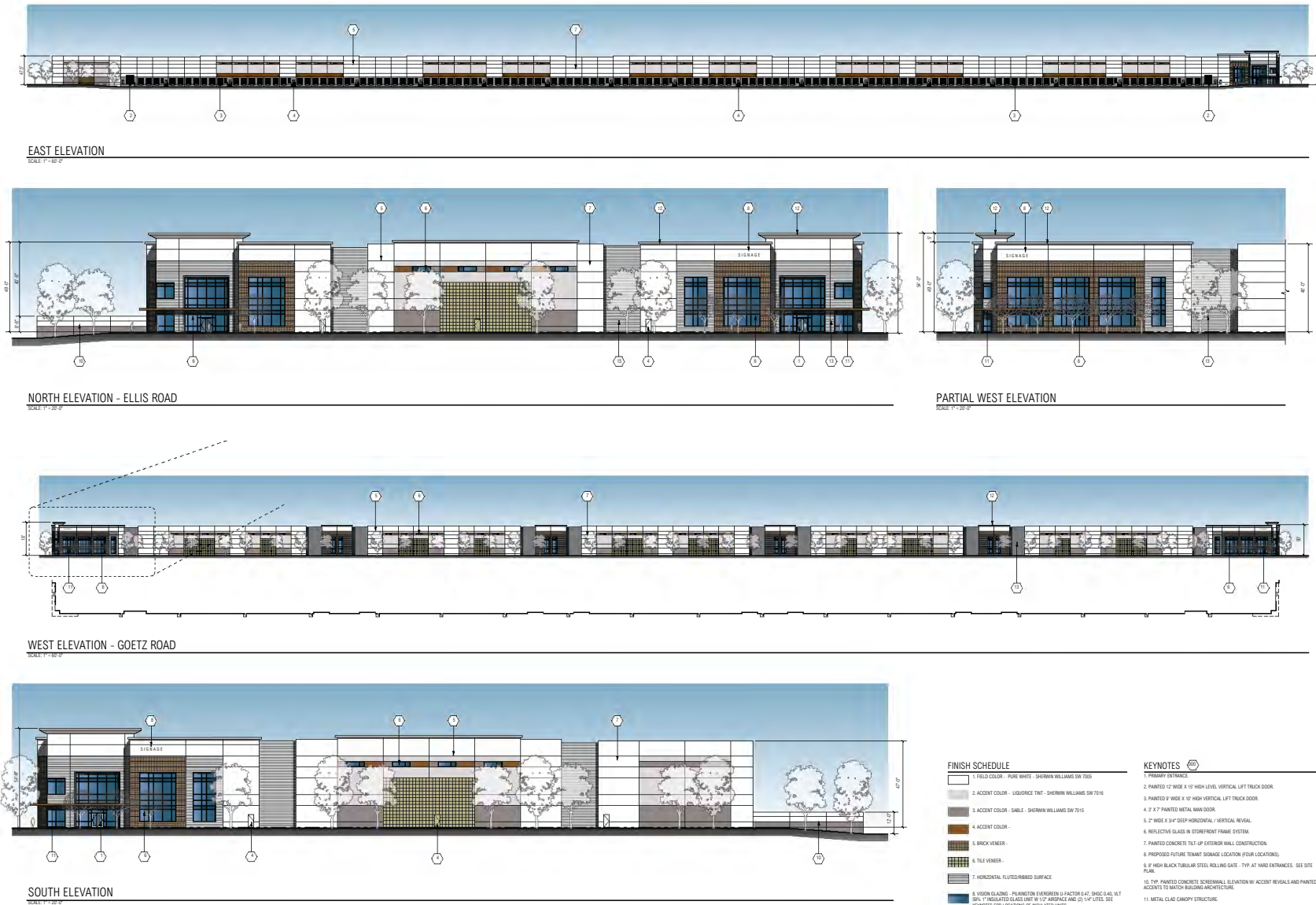
Source: RGA Architectural Design 2023.

Figure 2-4

Site Plan

Perris Valley Industrial Project

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Source: RGA, Office of Architectural Design, Inc. 2022.

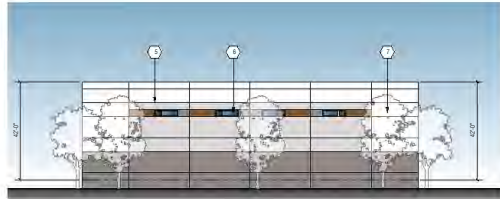
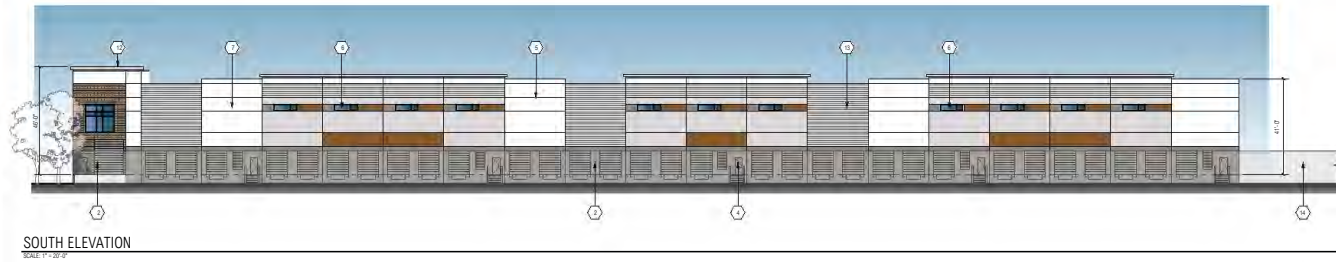


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Figure 2-5a
Elevations

Perris Airport Logistics Center Project

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EAST ELEVATION
SCALE 1" = 20'-0"



NORTH ELEVATION
SCALE 1" = 20'-0"



WEST ELEVATION
SCALE 1" = 20'-0"

FINISH SCHEDULE	
1. FIELD COLOR - PURE WHITE - SHERWIN WILLIAMS SW 7005	
2. ACCENT COLOR - LUGGAGE FRT. - SHERWIN WILLIAMS SW 7015	
3. ACCENT COLOR - SABLE - SHERWIN WILLIAMS SW 7015	
4. ACCENT COLOR -	
5. BRICK VENEER -	
6. TILE VENEER -	
7. HORIZONTAL FLUTED/RIBBED SURFACE	
8. VISION GLAZING - PULKRANTON EVERGREEN II FACTOR 0.47, SHGC 0.45, VLT 50% 1" INSULATED GLASS UNIT IN 1/2" AIRSPACE AND (2) 1/4" LITES. SEE KEYNOTES FOR LOCATION OF INSULATED UNITS.	

KEYNOTES	
1. PRIMARY ENTRANCE	
2. PAINTED 10" WIDE X 15' HIGH LEVEL VERTICAL LIFT TRUCK DOOR.	
3. PAINTED 10" WIDE X 15' HIGH VERTICAL LIFT TRUCK DOOR.	
4. 5' X 7' PAINTED METAL MAIN DOOR.	
5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.	
6. REFLECTIVE GLASS IN STOREFRONT FRAME SYSTEM.	
7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.	
8. PROPOSED FUTURE TENANT STORAGE LOCATION (FOUR LOCATIONS).	
9. 8" HIGH BLACK TUBULAR STEEL ROLLING GATE - TYP. AT THREE ENTRANCES. SEE SITE PLAN.	
10. TOP PAINTED CONCRETE SCREENWALL ELEVATION BY ACCENT REVEALS AND PAINTED ACCENTS TO MATCH BUILDING ARCHITECTURE.	
11. METAL CLAD CANOPY STRUCTURE.	
12. METAL CLAD CORNER.	
13. INSULATED CONCRETE SURFACE.	
14. SCREENWALL ALONG PROPERTY LINE.	

Source: RGA, Office of Architectural Design, Inc. 2022.

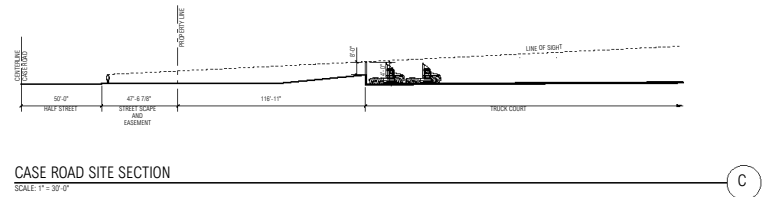
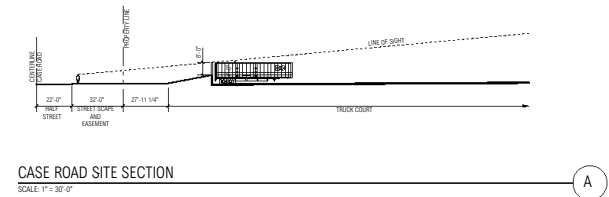
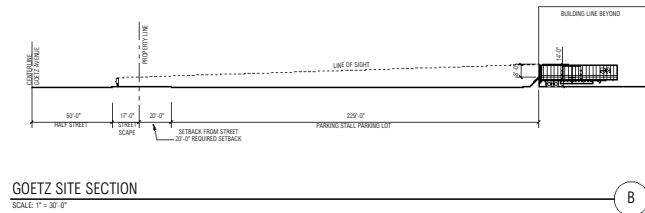
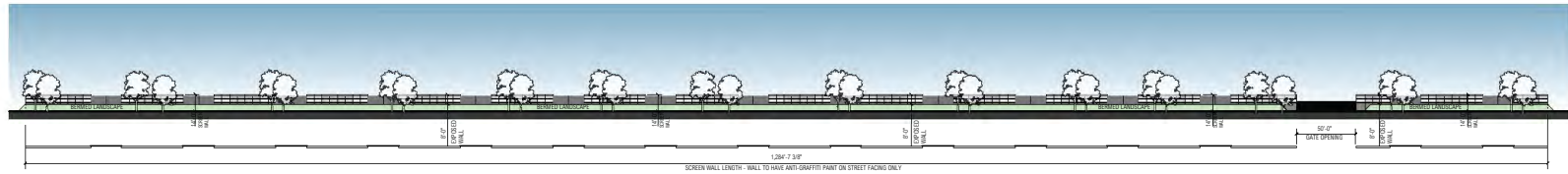
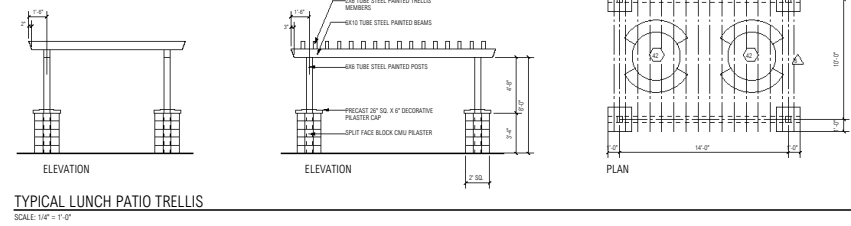
Figure 2-5b
Elevations

Perris Airport Logistics Center Project



Harris & Associates

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Source: RGA, Office of Architectural Design, Inc. 2022.

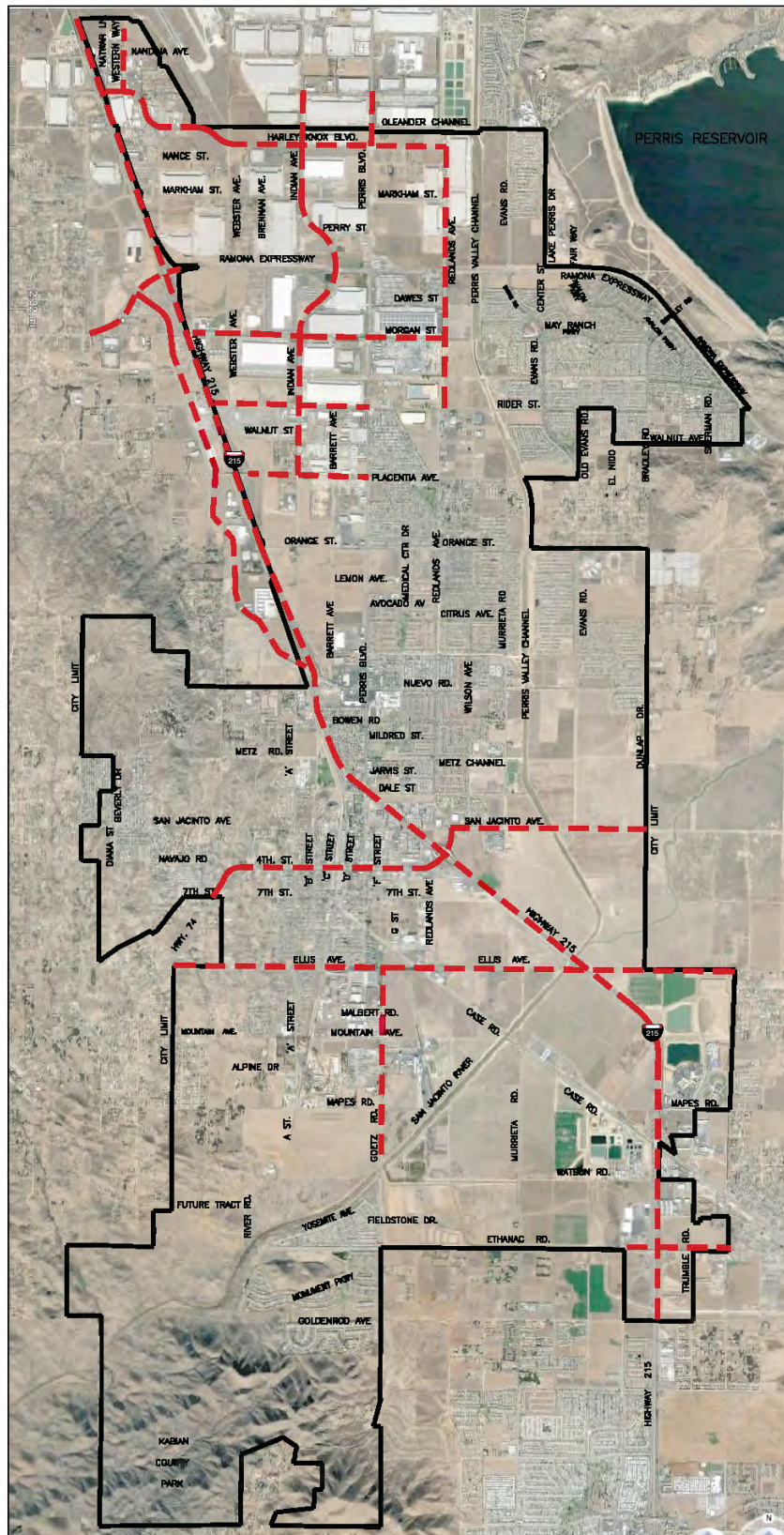


Harris & Associates

Figure 2-5c
Elevations

Perris Valley Industrial Project

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LEGEND:
--- TRUCK ROUTES
— PERRIS CITY LIMITS

Source: City of Perris 2022.



Harris & Associates



0 0.5 1
Miles

Figure 2-6

Truck Routes

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Chapter 3 Environmental Setting

The purpose of this chapter is to provide an overview of the regional and local environmental setting of the City of Perris (City) and generalized information regarding natural resources and land use.

3.1 Regional Setting

The City of Perris is in the Perris Block geologic unit, which lies within the Peninsular Ranges Geomorphic Province of Southern California. The Peninsular Ranges Geomorphic Province is characterized by a series of northwesterly trending mountain ranges that extend from the coast of California eastward into the California desert and south to the tip of Baja California, Mexico. The Perris Block is bound on the northeast by the San Jacinto Fault, on the north by the Cucamonga Fault and the San Gabriel Mountains, and on the southwest by the Elsinore Fault and the Santa Ana Mountains. The City of Moreno Valley borders Perris to the north and the City of Menifee borders the City to the south. Unincorporated areas of Riverside County border the City to the east and west.

3.2 Project Location

The proposed Perris Airport Industrial Project (Proposed Project or Project) Site is in the southern part of the City of Perris, in Riverside County. The Project Site is comprised of seven parcels that total 87.69 gross (82.71 net)-acres in size. Site 1 encompasses Assessor's Parcel Numbers (APNs) 330-090-031, -033, -036, -038, -040 and 330-100-031. Site 2 encompasses Assessor's Parcel Number 330-090-034. The Project Site lies on the southeastern portion of the intersection between East Ellis Avenue and Goetz Road. Three paved roads adjoin the Project Site: East Ellis Avenue adjoins the Project Site on the north; Case Road on the east, and Goetz Road on the west. The Project Site shares interior property lines with the runway of Perris Valley Airport. There are no hazardous materials concerns associated with adjacent properties based on visual observations from publicly accessible rights-of-way.

3.3 Land Uses

3.3.1 Existing General Plan Land Use and Zoning Designation

The City of Perris General Plan designates the Project Site for Light Industrial (Site 1 and Site 2) and Public (the connection between Site 1 and Site 2) uses and is zoned Light Industrial (Site 1 and Site 2) and Public (the connection between Site 1 and Site 2).

3.3.2 General Plan Planning Area 8

The Project Site is located within Planning Area 8: Perris Valley Airport. This planning area represents approximately 7 percent of the City land area. Perris Valley Airport is the most prominent use in the area. General and Light Industrial land use designations predominate. Ellis Avenue and Interstate 215 border the planning area at the north, to the south and east is the San

Jacinto River, and S A Street is to the west. Planning Area 8 also includes the Southern California Railway Museum. Other uses include a transfer station for refuse and recycling operations, boat sales lots, and auto repair shops. Two portions of the Green Valley Specific Plan extend into the area from across the San Jacinto River Channel and are designated for industrial uses. Portions of the undeveloped New Perris Specific Plan also extend into Planning Area 8 from Planning Area 5: Central Core.

The Burlington Northern and Santa Fe Railway rail line parallels Case Road through Planning Area 8. The Perris Elementary and Union High School Districts serve Planning Area 8. Both the Eastern Municipal Water District (EMWD) and the City's water and sewer district provide water and sewer services.

Roughly one-half of Planning Area 8 falls within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) boundary, including Perris Valley Airport and part of the New Perris Specific Plan. Fifty-eight acres of commercial land uses and 33 acres of industrial land uses are affected. Table 3-1, Planning Area 8, outlines specifications of this planning area.

Table 3-1. Planning Area 8

Acres	1,322
Population	32
Units	9
Commercial/Industrial Building Area	648,496
Flood Zone	A, X, and X500
Land Use Designation	Acres
Neighborhood Commercial (CN)	9
Community Commercial (CC)	55
Light Industrial (LI)	587
General Industrial (GI)	504
Public (P)	160
(Open Space) OS	7

Source: City of Perris Land Use Element

3.3.3 Surrounding Land Uses and Zoning Designations

Properties to the west are designated and zoned General Industrial, properties to the south and east are designated and zoned Light Industrial, and properties to the north are within the Downtown Perris Plan and zoned Employment Plaza.

Based on recent Google Earth imagery, existing land uses in the immediate vicinity of the Project Site appear to include: an apartment complex (northwest of Site 1); an open field (north of Site 1);

a parking lot, building supply warehouse, and rock/stone supply yard (west of Site 1); the Perris Valley Airport parking lot and indoor skydiving facility (south of Site 1); the runway of Perris Valley Airport (Airport) (east of Site 1/west of Site 2), a privately owned, public use airport primarily used for recreation-based flights; a trucking school, a single-family house that appears to be used as a business, and a recycling facility (north and northwest of Site 2); and open fields (south, southeast, and east of Site 2). Refer to Table 3-2, Surrounding Land Uses, below for details regarding land uses that about the Project Site.

Table 3-2. Surrounding Land Uses

Site 1	
North	An apartment complex northwest of Site 1, which includes a baseball field as one of its amenities and an open field directly north
East	The runway of Perris Valley Airport, a privately owned, public use airport primarily used for recreation-based flights
South	Perris Valley Airport parking lot and indoor skydiving facility
West	Goetz Road
Site 2	
North	A trucking school, a single-family house that appears to be a business, and a recycling facility
East	Open fields
South	Open fields
West	The runway of Perris Valley Airport, a privately owned, public use airport primarily used for recreation-based flights

3.3.4 Airport Land Use

The Project Site is located within the Zone E – Other Airport Environs Airport Overlay Zone for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan per Title 19 of the Perris Municipal Code. Prohibited uses in Zone E include agriculture, livestock operations or any activity that may attract birds and thereby present a hazard to the nearby airport.

The Project Site is within the airport influence area of Perris Valley Airport. Due to its proximity to the Perris Valley Airport runway, the Project Site is within Compatibility Zones A through D. Warehouses and truck yards are permitted in Zones B1 through D. Zone B1 is most restrictive with regards to allowable uses and occupancy; Zone D is less restrictive.

3.4 Existing Physical Site Conditions

CEQA Guidelines Section 15125(a)(1), recommends that the physical environmental condition that existed at the time an EIR's Notice of Preparation is released for public review normally be used as the comparative baseline for the EIR analysis. The Notice of Preparation for this Draft EIR was released for public review on October 20, 2023, and the following pages include a description

of the Project Site's physical environmental condition (Existing Conditions) as of that approximate date. More information regarding the Project Site's environmental setting is provided in the specific sections of Draft EIR Chapter 4, Environmental Analysis.

3.4.1 Land Use

The Project Site consists of undeveloped land with native vegetation and has land use designations of Light Industrial Light Industrial (Site 1 and Site 2) and Public (the connection between Site 1 and Site 2) and is zoned Light Industrial (Site 1 and Site 2) and Public (the connection between Site 1 and Site 2). The Project Site was previously used as agricultural land, specifically row crops and orchards from at least the late 1930s to approximately the late 1960s. The current airplane landing strip, bisecting the central portion of the Project Site was first depicted in a 1985 aerial photograph; the remainder of the Project Site was depicted as being undeveloped. Significant changes were not observed between the 1980s and present day.

3.4.2 Aesthetics and Topographic Features

The closest eligible state scenic highway to the Project Site is State Route 74 which is located approximately 1.3 miles west of the Project Site. The Project Site itself is not a scenic vista and does not block or diminish a scenic vista. Topographic features proximate to the Project Site include the San Gabriel and San Bernardino Mountains. Existing elevations across the western portion of the Project Site vary from 1425.5 to 1415.8 (NAVD88 datum). This western area currently slopes down at approximately 0.5 percent grade to the southeast. Existing elevations across the eastern portion of the Project Site vary from 1418.5 to 1413.5 (NAVD88 datum). The eastern area currently slopes down at approximately 0.3 percent grade to the southeast.

3.4.3 Land Cover/Vegetation

The Project Site is located within the Western Riverside County MSHCP Mead Valley Area Plan area. A 10.04-acre portion of the Project Site is located within MSHCP Criteria Area Cell 3377, Subunit 4, San Jacinto River Lower and is completely developed. A 3.74-acre off-site impact area extends into MSHCP Criteria Area 3276, Subunit 4 – San Jacinto River Lower. A disturbed agricultural drainage ditch bisects the off-site impact area and ultimately drains to Proposed Constrained Linkage 19 (San Jacinto River). The Project Site and off-site impact area occurs partially within a predetermined Survey Area for six MSHCP narrow endemic plant species.

3.4.4 Climate and Air Quality

The Project Site is located in western Riverside County within the South Coast Air Basin. The South Coast Air Basin consists of Orange County, together with the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Regionally, the interaction of land (offshore) and sea (onshore) breezes controls local wind patterns in the area: daytime onshore flows and evening offshore flows. Air stagnation may occur during the early evening and early morning

during periods of transition between day and nighttime flows. The region also experiences periods of hot, dry winds from the desert known as Santa Ana winds.

Locally, the prevailing wind is generally from the northwest to the southeast. The dominant daily wind pattern is an onshore 8 to 12 mph daytime breeze and an offshore 3 to 5 mph nighttime breeze. The typical wind flow pattern fluctuates only with occasional winter storms or strong northeasterly Santa Ana winds from the mountains and deserts northeast of the South Coast Air Basin. Summer wind flow patterns represent worst-case conditions, as this is the period of higher temperatures and more sunlight, which results in ozone formation.

Topographic features such as the San Gabriel and San Bernardino Mountains form a natural barrier to the dispersion of air contaminants and the primary meteorological influence is a semi-permanent high-pressure cell that hovers over Southern California. During the late spring, summer, and early fall, descending warm air is derived from this area of high pressure and blankets a layer of air that is cooler and closer to the ground. This weather occurrence, coupled with stable air temperatures, limits the vertical rise and dispersion of air pollutants. These pollutants are then trapped within the basin created by mountain ranges as the ocean breezes push eastward from the Pacific Ocean.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into Riverside and San Bernardino Counties. In the winter, the greatest pollution problems are carbon monoxide and oxides of nitrogen because of extremely low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and oxides of nitrogen to form photochemical smog.

The combination of topographic and meteorological characteristics of the basin results in a gradual degradation of air quality from coastal areas to inland areas, which is most evident with the photochemical pollutants such as ozone. The greatest ozone problems are recorded at those South Coast Air Quality Management District (AQMD) monitoring stations located at the base of the San Gabriel and San Bernardino Mountains, ranging from the City of Santa Clarita, east to the City of San Bernardino.

The South Coast AQMD has divided the South Coast Air Basin into 38 air monitoring areas with a designated ambient air monitoring station representative of each area. The Project Site is located within the Perris Valley air monitoring area (Area 24), which is located in Riverside County and covers from the San Bernardino and Riverside County line on the north, Paloma Valley on the south, Perris on the west, and the San Jacinto Valley on the east. Prior to 2022, ambient air concentrations of ozone within Area 24 were monitored at the Perris Valley Monitoring Station, which was located approximately 1.6 miles northwest of the Project Site at 237 North D Street,

Perris. The Perris Valley Monitoring Station also measured ambient concentrations of respirable particulate matter (PM₁₀) prior to 2021. Ambient air quality concentrations are no longer monitored within Area 24.

Refer to Draft EIR Section 4.2, Air Quality, and Section 4.7, Greenhouse Gas Emissions, for a more detailed discussion of the existing air quality and climate setting for the Project Site.

3.4.5 Cultural Resources and Tribal Cultural Resources

Cultural resources are found throughout the City of Perris and are reminders of the City's prehistoric and historical record. Cultural resources are the tangible or intangible remains or traces left by past people who inhabited the region. They encompass both the built and the archaeological environments, as well as Traditional Cultural Properties. They are typically in protected areas near water sources and multiple ecoregions and can include Traditional Cultural Places, such as gathering areas, landmarks, and ethnographic locations.

A records search, review of historical maps and aerial photographs, and a field survey of the Project Site were conducted. No cultural resources were identified during the survey of the Project Site. The Project Site has been impacted by historical agricultural activities and modern grading; as such, any cultural resources at or near the existing ground surface that may have been present are likely to have been removed or destroyed.

3.4.6 Geology and Landform

Western Riverside County has been mapped for Alquist-Priolo zones; however, no zones exist within the City of Perris. While seismic activity is known to exist throughout Southern California, there are no known faults running through or near the Project Site that could result in substantial effects. The City is located on a flat broad basin. The Project Site's overall topography is relatively flat. Additionally, according to the City of Perris General Plan Safety Element, the Project Site is not in an area prone to slope instability or susceptible to landslides. Section 4.6, Geology and Soils, includes further discussion on the City's geology and landforms.

3.4.7 Hazards and Hazardous Materials

The Project Site is proximate to Perris Valley Airport, a private airport primarily used for recreation-based flights is located east of the Project Site. Due to its proximity to the Perris Valley Airport runway, the Project Site is also within Compatibility Zones A through D of the Perris Valley Airport Land Use Compatibility Plan (ALUCP). The proposed warehouses, truck yard, employee parking, and retention basins would be in Zones B1 through D. Warehouses and truck yards are permitted in Zones B1 through D. Zone B1 is most restrictive with regards to allowable uses and occupancy; Zone D is less restrictive.

The Project Site is also located within Zone E – Other Airport Environs Airport Overlay Zone for March Air Reserve Base/Inland Port Airport (March ARB/IPA). As presented in Table MA-2, Basic Compatibility Criteria, of the 2014 March ARB/IPA ALUCP, Compatibility Zone E does not have a restriction on a non-residential, average land use intensity. As identified on Table MA-2 of the 2014 March ARB/IPA ALUCP, prohibited uses within include hazards to flight only.

There are no hazardous materials concerns associated with adjacent properties based on visual observation from publicly accessible rights-of-way.

3.4.8 Hydrology and Water Quality

Drainages on Case and Ellis are Jurisdictional to the California Department of Fish and Wildlife and Regional Water Quality Control Board. The water courses around the Project Site have been identified by the Federal Emergency Management Agency (FEMA) as Zone AE. Flood Zone AE is defined as a high-risk flood zone with a 1 percent annual chance of flooding. The Project Site is shown on FEMA Flood Insurance Rate Map number 06065C1440H, effective December 2021. The western area of the Project Site currently slopes down at approximately 0.5 percent grade to the southeast, draining to an existing storm drain inlet in the Perris Valley Airport property. The eastern area currently slopes down at approximately 0.3 percent grade to the southeast, draining to an existing ditch in Case Road. The existing drainage pattern for the Project Site and the general area is characterized by sheet flows that follow the slope.

3.4.9 Noise

A variety of noise sources exist in the City of Perris. Mobile noise sources produce a major effect on the ambient noise environment. These sources include automobile traffic, aircraft overflights, and train movements. The primary noise source within the City is automotive traffic along the streets and highway network. Traffic noise is generated by the friction of tires on pavement, together with the sounds of engines and exhausts. Generally, higher traffic volumes and speeds equal higher noise levels along the roadway. Accordingly, the highest traffic noise levels are typically found along freeway and highway corridors.

Refer to Draft EIR Section 4.11, Noise, for a more detailed discussion of the Project Site's existing noise setting.

3.4.10 Public Infrastructure and Services

The Proposed Project includes construction of an on-site network of water, sewer, storm drain, electric, and natural gas infrastructure. Potable water for the Proposed Project and wastewater disposal services would be provided by the EMWD, which provides and distributes potable water throughout all but a small portion of the City of Perris and its Sphere of Influence. The Perris City Water District buys all of its water from the EMWD that, in turn, delivers the water through five

metered connections to the Perris Water system. Wastewater generated by the Proposed Project would be treated by the EMWD treatment plant approximately 2 miles southeast of the Project Site. A 12-inch City of Perris domestic waterline exists within Goetz Road. Electrical service to the Proposed Project would be provided by Southern California Edison and natural gas would be provided by Southern California Gas. Telecommunications would be provided telecommunications by Verizon or another local provider. Trash, recycling, and green waste services within the City are provided by CR&R Environmental Services.

The California Department of Forestry and Fire Protection (CAL FIRE), under contract with Riverside County and operating as the Riverside County Fire Department, provides fire prevention and suppression to the City of Perris. Riverside County Fire Department Station No. 1 located at 210 W. San Jacinto Avenue and Riverside County Fire Department Station No. 90 at 333 Placentia Avenue exclusively serve the City of Perris. Riverside County Fire Department Station No. 1 is approximately 1.4 miles roadway miles north of the Project Site. Riverside County Fire Department Station No. 90 is approximately 4.1 roadway miles north of the Project Site. Other Riverside County Fire Department stations respond to emergency service calls in the City on an as-needed basis.

The City of Perris contracts with the Riverside County Sheriff's Office for the provision of municipal police services in the City. The Proposed Project would be designed and operated in compliance with the standards provided within the Perris Municipal Code and Sheriff's Office for new development with regard to public safety. The Perris Police Station is located at 137 N. Perris Boulevard and is located approximately 3.5 roadway miles northwest of the Project Site. Police response times vary by time of day and priority of the call. Typical operational police protection services involved with the proposed industrial and retail uses include after-hours patrol, crime and traffic accident/collision responses, and calls for service.

The Project Site is located within the Perris Union High School District, which covers 182 square miles in Riverside County and is comprised of four schools serving 9th through 12th grade (PUHSD, 2022). The Project Site is also located within the Perris Elementary School District, which covers 49 square miles in Riverside County and is comprised of seven schools serving Kindergarten through 8th grade (PESD, 2022). The Project Site is within the current enrollment areas for the following schools: Railway Elementary School and Perris High School.

Residents of the City of Perris are provided library services through the Riverside County Library System.

The City's Community Services Department is responsible for recreational facilities in the City.

Chapter 6, Other CEQA Considerations; Section 4.13, Transportation; and Section 4.15, Utilities and Service Systems, include further discussion on public infrastructure and services.

3.4.11 Transportation

Two state highways traverse the City: Interstate 215 and Highway 74. Both highways are owned and maintained by the California Department of Transportation (Caltrans).

Interstate 215 runs north to south through the City of Perris and is designated as a freeway. The freeway is 4 lanes south of Redlands Avenue and 6 lanes north of Redlands Avenue. State Route 74 generally runs east–west through the City, connecting Southeastern Perris with the downtown area and Interstate 215. Between Case Road and 4th Street, State Route 74 and Interstate 215 are the same roadway. State Route 74 is 4 lanes from Interstate 215 west through downtown Perris and is 2 lanes west of Navajo Road and east of Interstate 215.

A network of City-owned and maintained streets provides for traffic circulation within Perris and interconnects with state and County roadways for access to the surrounding region. This network is comprised of roadways classified as primary arterials, secondary arterials, collectors, and local streets.

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Chapter 4 Environmental Analysis

Sections 4.1 through 4.15 in this chapter contain a discussion of the potential environmental effects from implementation of the proposed Perris Airport Logistics Center Project (referred to in this Environmental Impact Report (EIR) as the Proposed Project or Project), including the current environmental setting, regulatory setting, method of analysis, thresholds of significance, impacts (including cumulative), and mitigation measures.

Scope of the Environmental Impacts Analysis

In accordance with Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), the potential environmental effects from the Proposed Project are analyzed for the following environmental issue areas:

- Aesthetics
- 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
- Noise
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

Format of the Environmental Impact Analysis

The following subsections compose each of the 15 environmental issue area sections in Sections 4.1 through 4.15 of this Draft EIR.

Environmental Setting

This subsection describes the current environmental setting of each environmental issue area. According to Section 15125 of the CEQA Guidelines, an EIR must include a description of the existing physical environmental conditions in the Proposed Project vicinity to provide the “baseline conditions” against which project-related impacts are compared. Normally, the baseline conditions are the physical conditions that exist when the Notice of Preparation of a Draft EIR is published. The Notice of Preparation for the Proposed Project was published on October 20, 2023, and the baseline conditions contained in this Draft EIR are generally taken from this time period. However, the CEQA Guidelines and applicable case law recognize that the date for establishing an environmental baseline cannot always be rigid. Physical environmental conditions may vary over a range of time periods; thus, the use of environmental baselines that differ from the publication date of the Notice of Preparation is reasonable and appropriate when conducting the environmental analyses. Some sections rely on a variety of data to establish an applicable baseline.

For example, in Sections 4.2, Air Quality; 4.3, Biological Resources; 4.4, Cultural Resources; 4.13, Transportation; and 4.14, Tribal Cultural Resources, available data were months and sometimes several years old. Therefore, projections regarding how those conditions might have changed were incorporated into the Draft EIR sections and corresponding technical reports.

Regulatory Setting

This subsection provides a summary of regulations, plans, policies, and laws that are relevant to each environmental issue area at the federal, state, regional, and local levels.

Method of Analysis

This subsection provides a description of the method used to analyze the potential impacts of the Proposed Project on the evaluated environmental issue areas.

Thresholds of Significance

This subsection identifies the criteria used to determine if potential environmental effects are significant. The thresholds of significance used in this analysis were primarily based on Appendix G of the CEQA Guidelines. However, in some cases, thresholds were developed specifically for this analysis or were adapted from standards adopted by other agencies or entities. This subsection defines the type, amount, or extent of impact that would be considered a significant, adverse change in the environment. Some thresholds of significance, such as those used in Sections 4.2, Air Quality; 4.11, Noise; and 4.13, Transportation, are quantitative, while others, such those used in Section 4.1, Aesthetics, are qualitative. The discussion in Section 4.8, Hazards and Hazardous Materials, is largely based on the Wind Study (refer to Appendix F) conducted for the Proposed Project, which analyzes the differences in wind impacts between the Proposed Project, existing conditions, and alternatives. The thresholds of significance are intended to assist the reader in understanding how and why this Draft EIR reaches a conclusion of no impact, a less than significant impact, a potentially significant impact, or an impact that is significant and unavoidable.

Project Impacts and Mitigation

This subsection describes the potential environmental impacts of the Proposed Project and, based on the thresholds of significance, concludes if the environmental impacts would be significant, potentially significant, less than significant, or if no impact would occur. Each impact criterion is addressed in its own subsection. This format is designed to assist the reader in quickly identifying the subject of each impact analysis and for use in Table ES-1, Summary of Impacts and Mitigation Measures, which will form the basis of the Mitigation Monitoring and Reporting Program. For each impact criterion, applicable standards of significance are identified and potential impacts are discussed in the Impact Analysis subsection. Mitigation measures are also included and discussed when applicable.

Impact Analysis. The analysis of environmental impacts considers both the construction and operational phases associated with implementation of the Proposed Project. As required by Section 15126.2(a) of the CEQA Guidelines, direct, indirect, long-term, short-term, on-site, and off-site impacts are addressed, as appropriate, for the environmental issue area being analyzed. This EIR uses the following terms to describe the level of significance of impacts identified during the course of the environmental analysis:

- **No Impact:** “No impact” refers to implementation of the Proposed Project having no impact on environmental conditions.
- **Less than Significant:** “Less than significant” refers to two conditions:
 - Impacts resulting from implementation of the Proposed Project that are not likely to exceed the defined standards of significance.
 - Potentially significant impacts before implementation of mitigation measures. If implementation of the specified mitigation measures would reduce the potentially significant impact to a level that does not exceed the defined standards of significance, the impact is considered less than significant.
- **Potentially Significant:** “Potentially significant” refers to impacts resulting from implementation of the Proposed Project that may exceed defined standards of significance before mitigation is considered.
- **Significant and Unavoidable:** “Significant and unavoidable” refers to impacts resulting from implementation of the Proposed Project that cannot be eliminated or reduced to below the defined standards of significance or a less than significant level through implementation of feasible mitigation measures.

A “significant effect” is defined by Section 15382 of the CEQA Guidelines as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the Proposed Project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment . . . [but] may be considered in determining whether the physical change is significant.”

Significance of Impact. This subsection identifies the level of significance of Project impacts before mitigation measures are implemented.

Mitigation Measures. Section 15126.4 of the CEQA Guidelines requires an EIR to “describe feasible measures which could minimize significant adverse impacts.” The CEQA Guidelines define “feasibility” as capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, social, technological, legal, or other considerations. The Mitigation Measures subsection discusses mitigation measures that could reduce the severity of impacts identified in the Impact Analysis subsection.

Significance After Mitigation. This subsection identifies the level of significance of Project impacts after mitigation measures are implemented.

Cumulative Impacts

CEQA requires that EIRs discuss cumulative impacts in addition to project impacts. In accordance with CEQA, the discussion of cumulative impacts must reflect the severity of the impacts and the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the Proposed Project alone. Further, the discussion should be guided by the standards of practicality and reasonableness (CEQA Guidelines Section 15130[b]). According to Section 15355 of the CEQA Guidelines, “cumulative impacts” are defined as follows:

Two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

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

Section 15130(a) of the CEQA Guidelines further states that a “cumulative impact consists of an impact which is created as a result of the combination of the Proposed Project evaluated in the EIR together with other projects causing related impacts.”

In addition, Section 15130(a) of the CEQA Guidelines requires that EIRs discuss the cumulative impacts of a project when the Proposed Project’s incremental effect is cumulatively considerable. As further clarified by Section 15065 of the CEQA Guidelines, “cumulatively considerable” means that the incremental effects of an individual 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. Therefore, the discussion of cumulative impacts in an EIR evaluates if the impacts of the Proposed Project would be significant when considered in combination with past, present, and future reasonably foreseeable projects, and if the Proposed Project would make a cumulatively considerable contribution to those impacts. The CEQA Guidelines indicate that, where a lead agency is examining a project with an incremental effect that is not cumulatively considerable, it need not consider the effect significant but shall briefly describe the basis for its conclusion. The CEQA Guidelines allow for a project’s contribution to be rendered less than cumulatively considerable with implementation of mitigation.

The geographic scope of the cumulative impact analysis varies depending on the specific environmental issue area being analyzed. The geographic scope defines the geographic area within which projects may contribute to a specific cumulative impact. Therefore, past, present, and reasonably foreseeable future projects within the defined geographic area for a given cumulative issue must be considered.

CEQA Guidelines Section 15130(b) presents the following two possible approaches for considering past, present, and reasonably foreseeable future projects and indicates that either could be used:

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

This Draft EIR uses the first approach. Existing development is included as part of the existing environmental baseline when evaluating project impacts and is not included in Table 4-1, Cumulative Projects. Active projects within approximately one mile of the Proposed Project Site are listed in Table 4-1. Collectively, those cumulative projects are in various stages of development, including the planning phase, design stage, or construction phase.

Table 4-1. Cumulative Projects

No.	Name/Applicant	Description	Quantity	Jurisdiction
1	Mapes and Trumble Industrial	High-Cube Fulfillment Center Warehouse	396.000 TSF	Perris
2	Perris Multifamily Residential (DPR 20-00008)	Multifamily (Low-Rise)	287 DU	Perris
3	Pulte Residential / TTM 30850	SFDR	496 DU	Perris
4	Perez Indus / DPR 16-00016	Industrial	2.500 TSF	Perris
5	Pharmacy / DPR 20-00022	Industrial	15.000 TSF	Perris
6	South Perris Industrial Project	Industrial	784.000 TSF 3,448.734 TSF 2,300.000 TSF	Perris
7	Riverwoods	Single Family Housing Elementary School Park	663 DU 600 STU 12.0 AC	Perris
8	Go Fresh Gas Station	Gasoline/Conven. Mkt./Retail Store/ Car Wash Convenient Store Retail Store Car Wash Tunnel	16 VSP 3.960 TSF 1.406 TSF 2.505 TSF	Perris
9	Tract 37803	Residential	145 DU	Perris
10	Villa Verona Apt – Tract 37181 / DPR 16-00002	Multi-family Housing	360 DU	Perris

Table 4-1. Cumulative Projects

No.	Name/Applicant	Description	Quantity	Jurisdiction
11	Senior Housing / DPR 17-00005	Multi-family Housing	141 DU	Perris
12	GVSP – Tract 37262	Single Family Housing	191 DU	Perris
13	GVSP – Tract 37716	Multi-family Housing	97 DU	Perris
14	GVSP – Tract 37722	Single Family Housing	116 DU	Perris
15	GVSP – Tract 37818	Multi-family Housing	227 DU	Perris
16	GVSP – Tract 37818	Single Family Housing	138 DU	Perris
17	GVSP – Tract 37818	Multi-family Housing	236 DU	Perris
18	GVSP – Tract 37223	Single Family Housing	235 DU	Perris
19	Airport Industrial	Industrial	650.000 TSF	Perris
20	Perris Valley Town Center (West Side)	Retail Fast-Food with Drive-Through	28.000 TSF 2.200 TSF	Perris
21	Perris Valley Town Center (East Side)	Shopping Center Fast-Food with Drive-Through High Turnover Restaurant Gas Station	644.866 TSF 10.500 TSF 15.1520 TSF 16 VFP	Perris
22	Weinerschnitzel / CUP 17-05083	Fast-Food Restaurant	2.000 TSF	Perris
23	Burge Indus 2	Industrial	19.000 TSF	Perris
24	Perris Plaza – Build-out	Commercial	173.000 TSF	Perris
25	Wilson Industrial / DPR 19-00007	High-Cube Warehouse	303.000 TSF	Perris
26	Arco Expansion	Commercial	3.869 TSF	Perris
27	Rados / DPR 07-0119	High-Cube Warehouse	1,200.000 TSF	Perris
28	Rider 2/4	High-Cube Warehouse	1,373.449 TSF	Perris
29	Sunwest Enterprises	SFDR	61 DU	Perris
30	Pacific Ave	PUD	131 DU	Perris
31	Sunwest Enterprises	SFDR	57 DU	Perris
32	Jason Keller/John Ford	SFDR	189 DDU	Perris
33	Jason Keller/John Ford	SFDR	122 DU	Perris
34	Rastogi Family LTD / John Ford	SFDR	75 DU	Perris
35	Sterling Villa Senior Housing	Senior Adult Housing – Attached	429 DU	Perris
36	Burge Indus 1	Industrial	18.000 TSF	Perris
37	Pulliam Indus	Industrial	16.000 TSF	Perris
38	Hillwood Ethanac	High-Cube Transload Warehouse High-Cube Cold Storage Warehouse	362.348 TSF 50.000 TSF	Perris
39	SP260A2	SP Proposal for APN 329-110-003/026/028/01	2,025 DU	Menifee

Table 4-1. Cumulative Projects

No.	Name/Applicant	Description	Quantity	Jurisdiction
40	United Carports Warehouse (DEV2022-009)	Warehouse	58.643 TSF	Menifee
41	Trumble Retail (CUP2016-290)	Hotel Quality Restaurant Fast-Food with Drive-Through Gas Station	108 RM 5.500 TSF 3.00 TSF 12 VFP	Menifee
42	Paragon Framing (CUP2018-126)	Office/Storage	10.454 TSF	Menifee
43	Trumble/Watson Warehouse (DEV2022-019)	Warehouse	327.631 TSF	Menifee
44	TR 38132 & 38133 (SPA DEV2021-005)	Single Family Residential	322 DU	Menifee
45	MR-27 LLC Rancon (TTM 34118)	Multi-family (Low-Rise)	85 DU	Menifee
46	Motte Country Plaza (PP2018-300)	Gas Station	12 VFP	Menifee
47	Forterra Pipe (PP2018-199)	Storage Yard Expansion	20.700 TSF	Menifee
48	Menifee Commerce Center (PP2019-005)	Warehouse	1,464.650 TSF	Menifee
49	Menifee Commerce Center II (DEV2022-014)	Warehouse	1,139.478 TSF	Menifee
50	Nova Battery Storage (DEV2022-015)	Redevelopment of IEEC Plant		Menifee
51	McLaughlin Warehouses (DEV2022-016)	Warehouse	491.467 TSF	Menifee
52	Goetz/Ethanac Commercial (PP PLN21-0319)	Gas Station Retail	14.290 TSF	Menifee
53	Corsica Business Park (DEV2022-010)	Business Park	276.682 TSF	Menifee
54	Capstone Industrial (PLN21-0370)	Warehouse	700.037 TSF	Menifee
55	DEV2022-017	Warehouse	551.685 TSF	Menifee
56	Northern Gateway Commerce Center II (PP PLN21-0281)	High-Cube Warehouse	1,312.601 TSF	Menifee
57	Ethanac/Evans Warehouse (DEV2022-018)	Warehouse	137.896 TSF	Menifee
58	Ethanac Square (MJMOD PLN21-0104)	Gas Station	3.800 TSF	Menifee
59	Ethanac/Barnett Warehouse (PP PLN21-0290)	Warehouse	250.000 TSF	Menifee
60	Mapes and Sherman Warehouse	High-Cube Fulfillment Center Warehouse	277.578 TSF	Menifee
61	Cimarron Ridge	Residential	756 DU	Menifee

Table 4-1. Cumulative Projects

No.	Name/Applicant	Description	Quantity	Jurisdiction
62	DEV2022-001	Single Family Residential	96 DU	Menifee
63	Valley Blvd. Tract Map	Single Family Residential	68 DU	Menifee
64	TR/PP Di Capri	Condominiums	61 DU	Menifee
65	Coronado Condos	Condominiums	73 DU	Menifee
66	Vista Ridge	Condominiums	30 DU	Menifee
67	McCall-Encanto Gas Station	Gas Station with Convenient Stoe Fast-Food Restaurant with Drive- Through	6 VFP 3.900 TSF	Menifee
68	McLaughlin Village	Condominiums	126 DU	Menifee
69	Legado	Residential	1,022 DU	Menifee
70	Underwood	Residential	543 DU	Menifee
71	Cypress and Sands Apartments	Residential	136 DU	Menifee
72	Beyond Menifee	Mixed-Use	17.3 AC	Menifee
73	Stoneridge	High-Cube Cold Storage High-Cube Fulfillment High-Cube Warehouse Manufacturing Warehousing Industrial Park Free-Standing Discount Store Commercial Retail	1,695.355 TSF 2,966.872 TSF 2,966.872 TSF 847.678 TSF 427.759 TSF 641.639 TSF 100.000 TSF 21.968 TSF	County
74	TTM/TR37358	Residential Lots	154 DU	County
75	TR36712	Single Family Lots	74 DU	County
76	TTM37728	228 Lot Schedule a Tentative Map	228 DU	County
77	SP00344/TR35045	Residential with Park/Open Space/ School/Ba	796 DU	County
78	Ellis/Sherman Warehouses	High-Cube Fulfillment High-Cube Cold Storage	1,374.688 TSF 242.592 TSF	County
79	TR31687	Single Family Residential	65 DU	County
80	TR36635	Residential, 6.0 Acres Park/Basin	283 DU	County
81	TR36665	Residential Lots with 14 Open Space Lots	587 DU	County
82	TR37134	Single Family Residential	73 DU	County
83	McCanna Hills / TTM 33978	SFDR	63.000 DU	County
84	PPT220047	Warehousing	192.249 TSF	County
85	Patterson & Harvill Warehouse	Warehousing & Cold Storage	100.190 TSF	County
86	PPT190028	Warehousing	197.856 TSF	County
87	Dedeaux Harvill Truck Terminal	Truck Terminal	55.700 TSF	County

Table 4-1. Cumulative Projects

No.	Name/Applicant	Description	Quantity	Jurisdiction
88	Harvill & Water Logistics	High-Cube Fulfillment Center Warehouse High-Cube Cold Storage Warehouse	304.376 TSF 130.447 TSF	County
89	Placentia Truck Drop Lot	Truck Trailer Storage	8.060 AC	County
90	28840 Rider Street	Animal Production Facility	54.450 TSF	County
91	Barker Logistics	High-Cube Fulfillment Center Warehouse	699.630 TSF	County
92	Harvill & Cajalco Warehouse	General Light Industrial & Truck Yard	99.770 TSF	County
93	Patterson & Cajalco Warehouse	Warehousing & Cold Storage	107.968 TSF	County
94	Rider & Patterson Business Center	High-Cube Fulfillment Center Warehouse	591.203 TSF	County
95	Mead Valley Commerce Center	High-Cube Cold Storage High-Cube Fulfillment Center Waterhouse Active Park	150.526 TSF 852.984 TSF 14.940 AC	County

Source: Urban Crossroads 2024.

Notes: AC = Acres; DU = Dwelling Units; SFDR = Single Family Dwelling Residential; STU = Students; TSF = Thousand Square Feet; VSP/VFP = Vehicle Fueling Positions

Conclusion

This subsection summarizes if each of the Proposed Project's significant environmental effects discussed and analyzed in the impact analysis has or has not been reduced to below a level of significance through mitigation. This subsection includes a discussion supported by a synopsis of the rationale for the conclusion. Finally, this subsection also discusses why an impact could not be mitigated or otherwise reduced to a less than significant level.

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4.1 Aesthetics

This section evaluates the potential impacts on aesthetics resulting from implementation of the Perris Airport Logistics Center Project (Proposed Project or Project).

This section describes the existing aesthetic condition of the Project Site and surrounding area. It also analyzes the visual character of the Proposed Project (such as building design and architecture, landscaping, and light and glare generation) and consistency with development standards and guidelines as outlined in the City of Perris General Plan and Perris Municipal Code. Descriptions of existing visual characteristics, both on-site and in the vicinity of the Project Site, are provided to assess the changes in visual character resulting from the Proposed Project. Information presented in this section is primarily based on the analyses of site photographs, reconnaissance, and Project design information prepared for the Project application and included in Chapter 2, Project Description, of this Draft Environmental Impact Report (Draft EIR). No comments were received in response to the Notice of Preparation regarding aesthetics. However, at the November 1, 2023, Draft EIR public scoping meeting, the Planning Commissioners requested more landscaping and screening, and that visualizations and renderings be produced for the Proposed Project.

4.1.1 Environmental Setting

4.1.1.1 Regulatory Setting

This section describes the federal, state, and local regulatory framework adopted to address aesthetics.

Federal

No federal regulations apply to aesthetics.

State

California Scenic Highway Program

The California Scenic Highway Program is managed by the California Department of Transportation (Caltrans). The program was created in 1963 with the goal of protecting the aesthetic significance of the state's scenic highways, as provided in the California Streets and Highways Code, Section 260 et seq. Accordingly, a highway may be designated as "scenic" based on certain criteria, including how much of the natural landscape can be seen by travelers, the landscape's scenic quality, and the extent to which development intrudes on the traveler's enjoyment of the view. The California Scenic Highway Program's Scenic Highway System List identifies scenic highways that are either eligible for designation or have already been designated as such. The California Scenic Highway Program also includes provisions for the Corridor

Protection Program, which includes ordinances and planning policies required by jurisdictions to maintain lands visible from the designated scenic highways (Caltrans 2024).

Local

County of Riverside Ordinance No. 655

As there is no specific City regulation for the purpose of protecting astronomical observation and research, Riverside County Ordinance No. 655 would be applicable to the Proposed Project. On June 7, 1988, the County of Riverside Board of Supervisors adopted Ordinance No. 655, which restricts the permitted use of certain light fixtures emitting light into the night sky that may have a detrimental effect on astronomical observation and research. This ordinance establishes two zones in which different lamp types are allowed or prohibited: Zone A is the area within a 15-mile radius of Palomar Observatory, and Zone B is the area that extends from the outer limit of Zone A to 45 miles from Palomar Observatory. The Project Site is located within Zone B. Riverside County Ordinance No. 655 also provides a list of general prohibitions that apply to both zones (Riverside County 1988).

Perris Comprehensive General Plan 2030

The following are the applicable goals and measures from the Perris Comprehensive General Plan 2030 related to aesthetics.

Open Space Element

- **Goal III:** Conserve and protect significant land forms.
 - **Policy III.A:** Preserve hillsides and rock outcropping in the planning areas.
 - **Policy III.A.1:** Encourage the creative siting of buildings as a means of preserving rock outcroppings and hillsides.
 - **Policy III.A.2:** Discourage subdividing land as such subdivisions create lots that would require significant grading or removal of rock outcroppings to accommodate development.

Perris Municipal Code

The Perris Municipal Code contains provisions relevant to aesthetics/visual character and lighting:

Section 19.02.110 – Lighting

- a. Commercial and industrial parking areas. Commercial and industrial parking areas shall have lighting which provides adequate illumination for safety and security. Parking lot lighting fixtures shall maintain a minimum of one-foot candlepower across the surface of the parking area. Lighting standards shall be energy efficient and in scale with the height and use of the structures on site. All lighting, including security lighting, shall be directed away from adjoining properties and the public right-of-way.

- b. Commercial structures. Commercial structures shall incorporate exterior lighting to illuminate the exterior of the primary structure.

Section 19.02.130 – Landscaping

- b. Commercial and industrial uses.
 - 1. All buildings and structures, including parking structures, shall have five feet of landscape areas and irrigation systems around their perimeter. If an opaque wall or fence at least five feet in height is installed either along the side yard area beyond the depth of the required front yard or the rear yard, no perimeter landscaping is required. A combination of soft and hard materials may be installed, provided the use of such materials form a cohesive, attractive, and functional design.
 - 2. All buildings and structures, including parking structures, shall have landscape areas and irrigation systems in the front yard areas and those side yard areas which front on the public right-of-way or are adjacent to required parking areas.
 - 3. All landscape areas, including the parking area, shall incorporate the theme utilized for the public right-of-way. A combination of soft and hard landscape material may be installed, provided the use of such materials will form a cohesive, attractive, and functional design. Such design is to be integrated with and, if appropriate, physically connected to the landscaping area provided in subsection (b)(1) of this section.

City of Perris Good Neighbor Guidelines

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

- Goal 1** Protect the neighborhood characteristics of the urban, rural, and suburban communities.
- Policy 1.2** Building massing shall be consistent with the City's Industrial Design Guidelines to reduce visual dominance on adjacent/nearby sensitive receptors.
- Policy 1.5** All lighting used in conjunction with a warehouse/ distribution facility operation shall be directed down into the interior of the site and not spill over onto adjacent properties.
- Policy 1.20** The developer shall plant one 24-inch box tree per 2,500 square feet of building size including irrigation lines and controllers at an off-site location to be determined

by the City (i.e., City right-of-way, parks, etc.) or provide funding equivalent to such cost at the discretion of the City, prior to issuance of the building permit.

- Goal 4** Provide Buffers between Warehouses and Sensitive Receptors
- Policy 4.2** A minimum 30-foot landscape setback shall be provided along property lines when adjacent to sensitive receptors.
- Policy 4.3** Percentage of landscaping for projects in the General Industrial (GI) Zone shall be increased from 10 to 12 percent and projects in the Light Industrial (LI) Zone shall be increased from 12 to 14 percent.
- Policy 4.4** Loading areas shall be screened with a 14-foot-high decorative block wall, architecturally consistent with the building, and an 8-foot high berming in front of the wall to soften the view of the wall from the public right of way.
- Policy 4.5** The architecture of the building shall include at least two decorative materials (e.g., stone, brick, metal siding, etc.) and consist of a variation in plane and form, varied roof lines, pop-outs, recessed features, which are intended to result in interior and exterior areas that can be used by the general public, visitors, and employees.
- Policy 4.6** Sites shall be densely screened with landscaping along all bordering streets and adjacent/across the street from sensitive receptors. Trees along the landscape setbacks shall be at least 48-inch box in size and range in height between 14 and 25 feet be Trees should be planted a distance of 20 feet on center. Fifty percent of the landscape screening shall include a minimum of 36-inch box, evergreen trees. Palm trees shall not be utilized.
- Policy 4.9** Dock doors shall be located where they are not readily visible from sensitive receptors or major roads. If it is necessary to site dock doors where they may be visible, a method to screen the dock doors shall be implemented. A combination of landscaping, berms, walls, and similar features shall be considered.

4.1.1.2 Project Site Visual Setting

The Project Site consists of open, undeveloped land with low-lying vegetation, and does not contain any scenic aspects. The Project Site was previously used as agricultural land, specifically row crops and orchards, from at least the late 1930s to approximately the late 1960s. The Project Site is relatively level, with no areas of topographic relief.

4.1.1.3 Scenic Vistas and Resources

Scenic vistas are generally defined as the view of an area that is visually or aesthetically pleasing. Development projects may potentially impact scenic vistas in two ways: (1) directly diminishing the scenic quality of the vista or (2) blocking the view corridors or “vistas” of scenic resources. There are no designated scenic vistas within the vicinity of the Project Site.

4.1.1.4 State Scenic Highways

The California Scenic Highway Program, maintained by Caltrans, protects scenic state highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Suitability for designation as a state scenic highway is based on vividness, intactness, and unity. The City of Perris does not contain any designated state scenic highways.

4.1.1.5 Light and Glare

Under existing conditions, the vacant Project Site does not support any uses that create light or glare. Existing lighting on the Project Site is consistent with the type of nighttime illumination generated by the surrounding urban development within the Proposed Project vicinity that also includes nighttime illumination from street and parking lot lighting.

4.1.2 Thresholds of Significance

According to Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), the Proposed Project would have a significant impact on aesthetics if it would:

- **Threshold AE-1:** Have a substantial adverse effect on a scenic vista.
- **Threshold AE-2:** Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- **Threshold AE-3:** In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point.) If the Project is in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality.
- **Threshold AE-4:** Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.1.3 Regulatory Implementation

RI AES-1 All exterior lighting for the Project shall be designed to comply with County of Riverside Ordinance No. 655, which restricts the permitted use of certain light fixtures emitting light into the night sky that may have a detrimental effect on astronomical observation and research.

4.1.4 Environmental Impacts

4.1.4.1 Threshold AE-1: Scenic Vistas

Impact Analysis

Scenic vistas are generally defined as the view of an area that is visually or aesthetically pleasing. Development projects may potentially impact scenic vistas in two ways: (1) directly diminishing the scenic quality of the vista or (2) blocking the view corridors or “vistas” of scenic resources. The City is located on a flat broad basin. As described in the City of Perris General Plan 2030 EIR, virtually all building construction consistent with land use development standards will obstruct views of the foothills from at least some vantage points. 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 undeveloped. Although the Project Site itself is not a scenic vista and does not currently block or diminish a scenic vista, the undeveloped character of the area may be adversely affected.

Development projects can potentially impact scenic vistas in two ways: (1) directly diminishing the scenic quality of the vista or (2) blocking the view corridors or “vistas” of scenic resources. The City of Perris is located within the Perris Valley, and the terrain is generally flat. According to the City of Perris General Plan EIR (Section 6.1, Aesthetics) (City of Perris 2004):

... [B]ecause the bulk of developable land within the City of Perris is located on the flat, broad basin, virtually all future building construction consistent with land use and development standards set forth in [the General Plan] will obstruct views to the foothills from at least some vantage points. The criterion, however, relates to a scenic vista more narrowly defined as a view through an opening, between a row of buildings or trees, or at the end of a vehicular right-of-way. To this end, the east–west and north–south oriented roadway network and streetscapes that define them will frame and preserve scenic vistas from public rights-of-way to the distant horizons and foothills. Owing to the flatness of the basin, the view corridors extend for miles along current and planned roadways preserving scenic vistas from the broad basin to the surrounding foothills.

The Proposed Project involves the construction and operation of two industrial warehouse/distribution buildings (Building 1 will be 795,109 square feet and Building 2 will be 71,961 square feet) on Site 1 and a trailer storage lot with a 100-square-foot guard shack on Site 2. This use is consistent with the City of Perris General Plan land use designation of Light Industrial (LI) and zoning of Light Industrial (LI) governing these portions of the Project Site. Additionally, the Proposed Project would comply with Chapter 19.44.030, Development Criteria. Consistent with the height limitations applicable to the Light Industrial (LI) Zone, Building 1 would have a maximum height of 50 feet, and Building 2 would have a maximum height of 45 feet (refer to Figures 2-5a through 2.5c, Elevations, in Chapter 2 for the site elevations). For Site 1, of the 59.82 net site acreage,

lot coverage would be 32.82 percent where a minimum of 50 percent is allowed, and the floor area ratio (FAR) would be 0.33. The landscaped area would cover 25.03 percent of the site, where a minimum of 15 percent is required. As with Site 1, Site 2 would comply with applicable standards and guidelines outlined in the City of Perris General Plan related to architecture and, in general, would have a modern industrial design. The landscape area provided on Site 2 would be 38.82 percent where 15 percent is required. Additionally, because the Project Site is not located within a scenic vista, and the Proposed Project would not block views of a scenic vista, potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.1.4.2 Threshold AE-2: Scenic Resources

Impact Analysis

The Project Site is not located within the vicinity of any scenic highway and no scenic resources are located at the Project Site. The nearest “eligible” state scenic highway is the segment of Highway 74 located approximately 0.5 mile north of the Project Site. However, the nearest “officially designated” state scenic highway is the segment of Highway 74, located east of the City of Hemet, located about 20 miles east of the Project Site (Caltrans 2024). Therefore, implementation of the Proposed Project would not have the potential to substantially degrade scenic resources within a state scenic highway. No impacts to state highways would occur.

Caltrans states that a highway may be designated as scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler’s enjoyment of the view. The City of Perris does not contain any designated state scenic highways, and therefore, the Proposed Project would not have the potential to result in impacts in this regard. However, State Route 74, which runs east to west through the City of Perris, is listed as an eligible state scenic highway. The closest segment of State Route 74 to the Project Site is located 0.5 mile north of the Project Site. While the Project Site would be visible from State Route 74, the proposed development would be consistent with the use and character of surrounding developments and would not damage scenic resources. The Proposed Project would not result in an adverse effect to a scenic vista or damage scenic resources within a state-designated or eligible scenic highway. Thus, there would be no impact.

Significance of Impact

Less Than Significant Impact.

4.1.4.3 Threshold AE-3: Degradation of Existing Visual Character or Conflict with Zoning or Regulations for Scenic Quality

Impact Analysis

The following analysis addresses the visual change resulting from the Proposed Project and determines if the Proposed Project would substantially degrade the existing visual character or quality of public views of the Project Site.

The visual impacts of a project include both the objective visual resource change created by the project and the subjective viewer response to that change. Distance from a project site, frequency of view, length of view, viewer activity, viewer perception, and viewing conditions contribute to the assessment of a visual impact. The perception of different viewer groups to the visual environment and its elements varies based on viewer activity and awareness. Activities such as commuting in traffic can distract an observer from many aspects of the visual environment. Off-site views for motorists are short lived. Conversely, pleasure driving or relaxing in a scenic environment can encourage an observer to look at the view more closely and at greater length, thereby increasing the observer's attention to detail. Sensitivity is also determined by how much the viewer has at stake in the viewshed. Typically, people who reside or own property in an area are more sensitive to change than those just passing/commuting through an area. The following analysis addresses public views and not private views, which mostly consist of travelers along Ellis Avenue, Goetz Road, and Case Road.

Due to the relatively flat topography of the Project Site and surrounding area, and existing development surrounding the Project Site, views of the Project Site are largely limited to vantage points adjacent to the site.

Development of the Project Site would involve the construction and operation of the following use on the currently vacant Project Site: two warehouse buildings with associated guard shack, truck trailer and automobile parking lots, landscaping, and infrastructure. Implementation of the Proposed Project would result in a permanent and obvious change in the visual character of the site from its current condition (i.e., undeveloped land) to an urban setting with industrial warehouse uses. The Project Site would be developed in compliance with the standards and guidelines outlined in the City of Perris General Plan and the Perris Municipal Code.

The Proposed Project's construction phase would have an anticipated duration of approximately 16 months. Project-related construction activities would be temporary in nature and all construction equipment would be removed from the Project Site following completion of the Project's construction activities. Temporary construction-related changes to local visual character would not substantially degrade the visual quality or character of the area; construction activity is common throughout developing areas of the City of Perris.

As previously identified, the Proposed Project buildings would comply with applicable standards and guidelines outlined in the City of Perris General Plan related to architecture and, in general, would have a modern industrial design. Consistent with the Perris Good Neighbor Guidelines, the landscaping and screening would be used to provide a buffer to nearby sensitive receptors. Landscaping would occupy 25.03 percent of the site, where 12 to 14 percent is required under the Perris Good Neighbor Guidelines and 15 percent is required per the Perris Municipal Code. Visual renderings of the Proposed Project, including structures, associated landscaping, sidewalks, bike lane, and materials, are provided on Figures 4.1-1 through 4.1-7. The truck court entries would be secured with an eight-foot-high wrought iron rolling gate and screened with 14-foot-high concrete wing walls. The southern and eastern property lines would be secured with an eight-foot-high tube steel fence, painted black. Landscaping would be provided along the site perimeter of the development. A 14-foot-high concrete painted screen wall would be provided on the northern edge of the trailer yard visible from Ellis Avenue. An eight-foot-high tube steel fence, painted black, would be provided along the westerly and southerly interior property lines shared with Perris Valley Airport. In conformance with the Perris Good Neighbor Guidelines, on-site exterior lighting would be provided throughout the Project Site as required for security and wayfinding as shown on Figure 4.1-3, Visual Rendering 2 – Night, and Figure 4.1-5, Visual Rendering 3 – Night. The City recently improved Goetz Road to the ultimate curb-to-curb width per the General Plan street designation of a 128-foot right-of-way arterial section. The Proposed Project would enhance the visual character of the existing site as it would be required to improve the 17-foot-wide parkway section within the Proposed Project's frontage with sidewalk and landscaping. Additionally, the Proposed Project would also improve the landscape setback along Site 2's Case Road frontage with a four-foot-high vinyl split rail fence, a 14-foot-wide Class I shared use path, a 15-foot-wide landscaped slope, a 14-foot-wide and six-foot-high earthen berm abutting a 14-foot-high concrete painted screen wall.

The primary form of the proposed buildings would be painted concrete tilt-up panels. The finish of the buildings would have low-reflectance characteristics. In general, the architectural style would consist of modern industrial design. The exterior color palette would be primarily neutral colors, consisting of various shades of white, gray, and browns with brick and tile veneer. These various architectural elements would effectively avoid monotony and repetition in building elevations. It should also be noted that rooftop equipment would be screened behind the parapet and would not be visible from adjacent streets.

In summary, although the visual character of the Project Site would change, the Proposed Project would be designed and constructed in compliance with applicable standards and guidelines outlined in the City of Perris General Plan and the Perris Municipal Code and would result in the development of the site in an attractive, well-designed manner using architectural elements, landscaping, and Project design. The streetscapes and screening adjacent to the Project Site would be the primary visual focal point for motorists traveling along Ellis Avenue, Goetz Road, and Case

Road. Therefore, the development of the proposed buildings and associated Project features would not degrade the visual character or quality of public views of the Project Site and its surroundings. Potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.1.4.4 Threshold AE-4: Light and Glare

Impact Analysis

As previously identified, the Project Site is currently undeveloped. The temporary construction trailers include exterior lighting for security purposes. Existing sources of lighting in the surrounding area primarily include exterior lighting associated with existing development, and streetlights along Ellis Avenue. There are no existing buildings or other human-made features on or near the Project Site that are constructed of materials that cause substantial glare.

Light

Construction-Related

Project-related construction activities would comply with applicable provisions of the Perris Municipal Code. Notably, Section 7.34.060 (Construction Noise) of the Perris Municipal Code states that “[i]t is unlawful for any person between the hours of seven p.m. of any day and seven a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise.” Additionally, nighttime lighting of construction staging areas would be needed to provide security for construction equipment and construction materials. This type of temporary lighting is often unshielded and may shine onto adjacent properties and roadways. The Proposed Project would implement mitigation measure MM AES-1, which requires that temporary nighttime lighting installed for security purposes be downward facing and hooded or shielded to prevent security lighting from spilling outside the staging area or from directly broadcasting security lighting into the sky or onto adjacent residential properties. With the implementation of mitigation measure MM AES-1, this potential impact would be reduced to a less than significant level.

Operational-Related

As described in Chapter 2, development of the Proposed Project with industrial uses would introduce new permanent sources of light into the area in the form of signage, building lighting, and parking lot lighting for nighttime operations, security, and safety. Lighting in loading areas would consist of building-mounted lighting. Exterior lighting would be similar to that provided for

the surrounding industrial buildings and other warehouse uses in the City and comply with Perris Municipal Code Section 19.02.110 and Perris Good Neighbor Guidelines Policy 1.5.

As previously indicated, through its Ordinance No. 655, the County of Riverside established two nighttime lighting zones that create a radius around the Palomar Observatory. While not located in unincorporated Riverside County, astronomical observations at the Palomar Observatory would be affected by cumulative increases in lighting sources. The nighttime lighting zones were created to ensure that the astronomical observations at the Palomar Observatory would not be affected by light pollution coming from urban development. Zone A encompasses a 15-mile radius centered on the Palomar Observatory, while Zone B encompasses a larger area with a 45-mile radius and extends from the outer limit of Zone A to the end of the 45-mile radius area. Since the Palomar Observatory is located approximately 35 miles southeast of the Project Site, the Project Site is located within Zone B of the Palomar Nighttime Lighting Policy Area. Ordinance No. 655 restricts the permitted use of certain light fixtures emitting undesirable light rays into the night sky, which may have a detrimental effect on astronomical observation and research at the Palomar Observatory. As stated in Section 5(A) of Ordinance No. 655, “low-pressure sodium lamps are the preferred illuminating source” in the Mount Palomar Nighttime Lighting Policy Area. Other types of lighting systems are permitted in parking areas if they do not exceed 4,050 lumens. Lighting “allowed” under Ordinance No. 655 must be fully shielded and focused to avoid spill light into the night sky and onto adjacent properties (Riverside County 1988).

As such, adherence to these lighting requirements would be mandatory and enforceable through the review and approval of the Project plans. Adherence to these requirements would ensure that the Proposed Project’s lighting would not significantly affect adjacent uses. Further, the Federal Aviation Administration (FAA) issued a determination of “No Hazard to Air Navigation” resulting from the Proposed Project. This determination confirmed that the Proposed Project buildings would not pose a hazard to air navigation, which would include air navigation operating from Perris Valley Airport. The Proposed Project must be marked/lighted in accordance with FAA Advisory Circular 70.7460-1 M, Obstruction Marking and Lighting, Red Light-Chapters 4, 5 (Red), and 15. Therefore, potential operational lighting impacts would be less than significant, and no mitigation would be required.

Glare

Glare is caused by light reflections from the pavement, vehicles, and building materials such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on the intensity and direction of sunlight. Glare can create hazards to motorists and can be a nuisance for pedestrians and other viewers. The Proposed Project would comply with Perris Municipal Code Section 19.44.070, in that all lighting fixtures would be fully shielded with cut-off fixtures so that there is not glare emitted onto adjacent properties or above the lowest part of the fixture. As previously indicated, the warehouses consist of neutral colors and would use low-reflectance

facades where visible from the public. As mentioned above, the “No Hazard to Air Navigation” determination letters issued by the FAA found that the Proposed Project’s design would not pose a hazard to air navigation, which would include air navigation operating from Perris Valley Airport.

As identified in the building elevations presented in Chapter 2, the buildings would be constructed of painted concrete tilt-up panels and low-reflective materials. The Proposed Project would not create a new source of substantial glare. This potential impact would be less than significant, and no mitigation is required.

Significance of Impact

Without mitigation, the Proposed Project would have a potentially significant impact related to construction-related light impacts.

4.1.5 Cumulative Impacts

The following sections address various potential cumulative impacts relating to aesthetics that could result from implementation of the Proposed Project.

4.1.5.1 Cumulative Threshold AE-1: Scenic Vistas

As identified in the analysis presented under Threshold 1, the Proposed Project would not adversely affect any scenic vista. Cumulative development projects would continue to result in the conversion of land that is currently undeveloped to more urbanized uses. However, these have been anticipated in the City of Perris General Plan and approved Specific Plans. Cumulative projects in the same viewshed as the Proposed Project would be considered to result in a cumulative aesthetic impact. If the projects were not near each other, the viewer would not perceive them in the same scene, and they would not result in a cumulative change in the visual character. Future development—which would contribute to a cumulative visual change along with the Proposed Project—would be required to comply with the standards and guidelines identified in the City of Perris General Plan and Perris Municipal Code. Since the potential Project impacts would be less than significant, the Proposed Project would result in a less than significant cumulative impact to scenic vistas.

4.1.5.2 Cumulative Threshold AE-2: Scenic Resources

As identified in the analysis presented under Threshold 2, the Project Site and surrounding areas are not located within proximity to any state scenic highways or eligible state scenic highways. Additionally, the Project Site does not contain any scenic resources including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway, and would have no impact to such resources. Therefore, the Proposed Project would not result in a cumulatively

considerable contribution to a significant aesthetic impact related to scenic resources within a scenic highway.

4.1.5.3 Cumulative Threshold AE-3: Degradation of Existing Visual Character or Conflict with Zoning or Regulations for Scenic Quality

As identified in the analysis presented under Threshold 3, the Proposed Project would have a less than significant impact related to degradation of the visual character of the Project Site. Because development in the same viewshed as the Proposed Project would be required to comply with the applicable standards and guidelines set forth in the City of Perris General Plan, including requirements related to architectural design and landscaping, or similar design requirements outlined in City regulations, these projects would also conform to the overall visual theme of the area. The Proposed Project would not result in a cumulatively considerable contribution to a significant aesthetic impact related to substantial degradation of the existing visual character or quality of public views of the site.

4.1.5.4 Cumulative Threshold AE-4: Light and Glare

As identified in the analysis presented under Threshold 4, the light and glare impacts from the Proposed Project and future development in the City would be reduced through the adherence to applicable lighting standards and through City regulations; applicable City regulations are outlined in this section. Implementation of mitigation measure MM AES-1 would ensure that potential construction-related lighting impacts from the Proposed Project would also be less than significant. The Proposed Project would not result in a cumulatively considerable contribution to a significant aesthetic impact related to light and glare.

4.1.6 Level of Significance Before Mitigation

4.1.6.1 Threshold AE-1: Scenic Vistas

The Proposed Project would not have a substantial adverse effect on a scenic vista.

4.1.6.2 Threshold AE-2: Scenic Resources

The Proposed Project would not substantially damage scenic resources including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.

4.1.6.3 Threshold AE-3: Degradation of Existing Visual Character or Conflict with Zoning or Regulations for Scenic Quality

The Proposed Project would not degrade the existing visual character or conflict with zoning or regulations for scenic quality.

4.1.6.4 Threshold AE-4: Light and Glare

Without mitigation, the Proposed Project would have the potential to create a new source of substantial light or glare during construction, which would adversely affect day or nighttime views in the area.

4.1.7 Mitigation Measures**4.1.7.1 Threshold AE-4: Light and Glare**

MM AES-1: Prior to the issuance of grading permits, the Project Proponent/Developer shall provide evidence to the City that the Contractor Specifications require that any temporary nighttime lighting installed during construction for security, or any other purpose shall be downward facing and hooded or shielded to prevent security light from spilling outside the staging area or from directly broadcasting security light into the sky or onto adjacent residential properties. Compliance with this measure shall be verified by the City of Perris' Building Division during construction.

4.1.8 Level of Significance After Mitigation**4.1.8.1 Threshold AE-4: Light and Glare**

The Proposed Project would have a less than significant impact with incorporation of mitigation measure MM AES-1.



Source: RGA Architectural Design 2024.



Harris & Associates

Figure 4.1-1

Visual Rendering 1

Perris Airport Logistics Center Project

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Source: RGA Architectural Design 2024.



Harris & Associates

Figure 4.1-2

Visual Rendering 2

Perris Airport Logistics Center Project

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Source: RGA Architectural Design 2024.



Harris & Associates

Figure 4.1-3

Visual Rendering 2-Night

Perris Airport Logistics Center Project

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Source: RGA Architectural Design 2024.



Harris & Associates

Figure 4.1-4

Visual Rendering 3

Perris Airport Logistics Center Project

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Source: RGA Architectural Design 2024.



Harris & Associates

Figure 4.1-5

Visual Rendering 3-Night

Perris Airport Logistics Center Project

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Source: RGA Architectural Design 2024.



Harris & Associates

Figure 4.1-6

Visual Rendering 4

Perris Airport Logistics Center Project

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Source: RGA Architectural Design 2024.



Harris & Associates

Figure 4.1-7

Visual Rendering 5

Perris Airport Logistics Center Project

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4.2 Air Quality

This section evaluates the potential for impacts on air quality resulting from implementation of the Perris Airport Logistics Center Project (Proposed Project). Information presented in this section related to construction and operation emissions is based on California Emissions Estimator Model (CalEEMod) and American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) modeling prepared by Harris & Associates and included in Appendix B to this Draft EIR.

In response to the Notice of Preparation, comments regarding air quality were received from the South Coast Air Quality Management District (AQMD), CARE CA, Department of Justice, and interested parties. Comments expressed concern related to air quality health risks to sensitive receptors.

4.2.1 Environmental Setting

The Project Site is located within the South Coast Air Basin, which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The following sections describe the environmental setting for the Proposed Project as it relates to air quality.

4.2.1.1 Regulatory Setting

This section describes the federal, state, and local regulatory framework adopted to address air quality.

Federal

Federal Clean Air Act (U.S. Code, Title 42, Section 7401 et seq.)

The Clean Air Act of 1970 is the comprehensive federal law that regulates air emissions from stationary and mobile sources. The Clean Air Act authorizes the U.S. Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards to protect public health and public welfare and to regulate emissions of hazardous air pollutants. The current national standards are listed in Table 4.2-1, National and California Ambient Air Quality Standards. The primary standards listed in Table 4.2-1 have been set at levels intended to protect public health. The EPA has classified air basins (or portions thereof) as being in “attainment,” “nonattainment,” or “unclassified” for each criteria air pollutant based on whether or not the national standards have been achieved. Nonattainment areas are air basins that do not meet one or more of the national standards and are subject to additional restrictions as required by the EPA. If an area is designated unclassified, it is because inadequate air quality data was available as a basis for a nonattainment or attainment designation.

The EPA classifies the South Coast Air Basin as in attainment for the national carbon monoxide (CO), nitrogen dioxide (NO₂), respirable particulate matter (PM₁₀), and sulfur dioxide (SO₂) standards. The South Coast Air Basin is classified as nonattainment for the national ozone (O₃) 8-hour standard and fine particulate matter (PM_{2.5}). (AQMD 2022). The Los Angeles County portion of the South Coast Air Basin is classified as nonattainment for the national lead standard while the remainder of the air basin is classified as being in attainment.

Table 4.2-2, South Coast Air Basin Attainment Status, lists the attainment status of the South Coast Air Basin for criteria pollutants.

Table 4.2-1. National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹	Federal Standards ²	
		Concentration ³	Primary ^{3, 4}	Secondary ^{3, 5}
Ozone (O ₃) ⁶	1-Hour	0.09 ppm (180 µg/m ³)	—	Same as Primary Standards
	8-Hour	0.070 ppm (137 µg/m ³)	0.070 ppm (137 µg/m ³)	
Respirable Particulate Matter (PM ₁₀) ⁷	24-Hour	50 µg/m ³	150 µg/m ³	Same as Primary Standards
	Annual Arithmetic Mean	20 µg/m ³	—	
Fine Particulate Matter (PM _{2.5}) ⁷	24-Hour	—	35 µg/m ³	Same as Primary Standards
	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³	15 µg/m ³
Carbon Monoxide (CO)	8-Hour	9 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	None
	1-Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)	
Nitrogen Dioxide (NO ₂) ⁸	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)	Same as Primary Standard
	1-Hour	0.18 ppm (470 mg/m ³)	100 ppb (188 µg/m ³)	
Sulfur Dioxide (SO ₂) ⁹	Annual Arithmetic Mean	—	0.030 ppm (for certain areas)	—
	24-Hour	0.04 ppm (105 µg/m ³)	0.14 ppm (for certain areas)	—
	3-Hour	—	—	0.5 ppm (1300 µg/m ³)
	1-Hour	0.25 ppm (655 µg/m ³)	75 ppb (196 µg/m ³)	—
Lead ^{10, 11}	30-Day Average	1.5 µg/m ³	—	—
	Calendar Quarter	—	1.5 µg/m ³ (for certain areas)	Same as Primary Standard
	Rolling 3-Month Average ⁷	—	0.15 µg/m ³	
Visibility-Reducing Particles ¹²	8-Hour	See Footnote 12.	No Federal Standards	
Sulfates	24-Hour	25 µg/m ³	No Federal Standards	
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m ³)	No Federal Standards	
Vinyl Chloride ¹⁰	24-Hour	0.01 ppm (26 µg/m ³)	No Federal Standards	

Source: CARB 2016.

Notes: $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter; mg/m^3 = milligram per cubic meter; ppb = parts per billion; ppm = parts per million

- ¹ California standards for O_3 , CO , SO_2 (1-hour and 24-hour), NO_2 , PM_{10} , $\text{PM}_{2.5}$, and visibility-reducing particles are values that are not to be exceeded. The standards for sulfates, lead, hydrogen sulfide, and vinyl chloride standards are not to be equaled or exceeded. The California Ambient Air Quality Standards are listed in the Table of Standards in California Code of Regulations, Title 17, Section 70200.
- ² National standards (other than O_3 , PM, and those based on annual averages) are not to be exceeded more than once per year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in 1 year, averaged over 3 years, is equal to or less than the standard. For PM_{10} , the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than 1. For $\text{PM}_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the US EPA for further clarification and current national policies.
- ³ Concentration expressed first in units in which it was promulgated. Equivalent units given in parenthesis are based on a reference temperature of 25 degrees Celsius ($^{\circ}\text{C}$) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- ⁴ National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- ⁵ National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- ⁶ On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- ⁷ On December 14, 2012, the national annual $\text{PM}_{2.5}$ primary standard was lowered from $15 \mu\text{g}/\text{m}^3$ to $12.0 \mu\text{g}/\text{m}^3$. The existing national 24-hour $\text{PM}_{2.5}$ standards (primary and secondary) were retained at $35 \mu\text{g}/\text{m}^3$, as was the annual secondary standard of $15 \mu\text{g}/\text{m}^3$. The existing 24-hour PM_{10} standards (primary and secondary) of $150 \mu\text{g}/\text{m}^3$ were retained as well. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- ⁸ To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of ppb. California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- ⁹ On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of ppb. California standards are in units of ppm. To directly compare the 1-hour national standard to the California standard, the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- ¹⁰ The California Air Resources Board (CARB) had identified lead and vinyl chloride as toxic air contaminants with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- ¹¹ The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard ($1.5 \mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
- ¹² In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Table 4.2-2. South Coast Air Basin Attainment Status

Pollutant	California Standards	Federal Standards
Ozone (O ₃) (1-Hour)	Nonattainment	Nonattainment
Ozone (O ₃) (8-Hour)	Nonattainment	Nonattainment
Respirable Particulate Matter (PM ₁₀)	Nonattainment	Attainment
Fine Particulate Matter (PM _{2.5})	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Attainment/Unclassifiable ¹
Nitrogen Dioxide (NO ₂)	Attainment	Attainment/Unclassifiable
Lead	Attainment	Nonattainment (Los Angeles County)/Attainment/Unclassifiable
Sulfur Dioxide (SO ₂)	Attainment	Attainment

Source: South Coast AQMD 2016.

Note:

¹ Unclassified; indicates data is not sufficient for determining attainment or nonattainment.

The Clean Air Act requires states to develop a plan to attain and maintain the national standards in all areas of the country and a specific plan to attain the standards for each area designated nonattainment for a national standard. These plans, known as State Implementation Plans, are developed by state and local air quality management agencies and submitted to the EPA for approval. The State Implementation Plan includes strategies and control measures to attain the national standards by deadlines established by the Clean Air Act. The State Implementation Plan is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them.

State

California Ambient Air Quality Standards

The California Air Resources Board (CARB), a part of the California Environmental Protection Agency, is responsible for the coordination and administration of air pollution control programs in California. The Clean Air Act allows states to adopt ambient air quality standards and other regulations if they are at least as stringent as federal standards. California has adopted ambient air quality standards that are equal to or stricter than the federal standards for six criteria air pollutants. The California Ambient Air Quality Standards are listed in the Table of Standards in California Code of Regulations, Title 17, Section 70200, and provided in Table 4.2-1. Similar to the National Ambient Air Quality Standards, areas have been designated as attainment, non-attainment, or unclassified with respect to the California Ambient Air Quality Standards. As shown in Table 4.2-2, the South Coast Air Basin is in nonattainment with the California Ambient Air Quality Standards for ozone, PM₁₀, and PM_{2.5}. The South Coast Air Basin is designated as an attainment area for the state CO, nitrogen dioxide, sulfur dioxide, and lead.

Toxic Air Contaminant Regulations

California regulates toxic air contaminants primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588, Hot Spots Act). The act sets forth a formal procedure for CARB to designate substances as toxic air contaminants. This includes research, public participation, and scientific peer review before CARB designates a substance as a toxic air contaminant. To date, CARB has designated nearly 200 compounds as toxic air contaminants. The majority of estimated health risks from toxic air contaminants can be attributed to a relatively small number of compounds, the most important being PM from diesel-fueled engines (i.e., diesel particulate matter).

Air Quality and Land Use Handbook: A Community Health Perspective

CARB developed the Air Quality and Land Use Handbook: A Community Health Perspective to provide guidance on land use compatibility with sources of toxic air contaminants (CARB 2005). These sources include freeways and high-traffic roads, commercial distribution centers, rail yards, refineries, dry cleaners, gasoline stations, and industrial facilities. The handbook is not a law or adopted policy but offers advisory recommendations for the siting of sensitive receptors near uses associated with toxic air contaminants. The handbook indicates that land use agencies must balance other considerations, including housing and transportation needs, economic development priorities, and other quality-of-life issues.

Title 24 Energy Efficiency Standards and California Green Building Standards

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

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

The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. CCR, Title 24, Part 11: California Green Building Standards (CALGreen) Code is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission.

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

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- Electric vehicle (EV) charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106. 5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Commissioning. For new buildings 10,000 square feet and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CALGreen Code has been adopted in Perris Municipal Code Section 16.08.050.

Regional

South Coast Air Quality Management District

The South Coast AQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. The South Coast AQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of Air Quality Management Plans (AQMPs). The most recent of these AQMPs was adopted by the South Coast AQMD Governing Board on December 2, 2022.

The 2022 AQMP is focused on attaining the 2015 8-hour ozone standard for the South Coast Air Basin and Coachella Valley. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emission technologies, when cost-effective and feasible, and low NOx technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other Clean Air Act measures to achieve the 2015 8-hour ozone standard. The 2022 AQMP strategy includes the following:

- Wide adoption of zero emissions technologies anywhere available.

- Low NO_x technologies where zero emissions aren't feasible.
- Federal Action.
- Zero emissions technologies for residential and industrial sources such as water and space heaters in buildings and homes regionwide.
- Incentive funding in environmental justice areas.
- Prioritize benefits on the most disadvantaged communities.

During construction and operation, the Proposed Project must comply with applicable rules and regulations adopted by the South Coast AQMD. The following are the South Coast AQMD rules that the Proposed Project may be required to comply with, either directly, or indirectly.

- **Rule 402:** Prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **Rule 403:** Governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through the application of standard Best Management Practices.
- **Rule 445:** Prohibits permanently installed wood burning devices into any new development.
- **Rule 1108:** Governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the South Coast Air Basin. This rule regulates the VOC content of asphalt used during construction.
- **Rule 1113:** Serves to limit the VOC content of architectural coatings used on projects in the South Coast Air Basin. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the South Coast Air Basin must comply with the current VOC standards set in this rule.
- **Rule 1303:** Governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM₁₀ among other pollutants.
- **Rule 1401:** New Source Review of Toxic Air Contaminants, specifies limits for maximum individual cancer risk, cancer burden, and non-cancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units, which emit toxic air contaminants.
- **Rule 2305:** The Warehouse Indirect Source Rule requires owners and operators associated with warehouses 100,000 square feet or larger to directly reduce NO_x and particulate matter emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities.

Air Quality Guidance Documents**South Coast AQMD CEQA Air Quality Handbook**

Although the South Coast AQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout the South Coast Air Basin. Instead, this is controlled through local jurisdictions in accordance with the California Environmental Quality Act (CEQA). In order to assist local jurisdictions with air quality compliance issues, the CEQA Air Quality Handbook prepared by the South Coast AQMD (1993) with the most current updates and found at <http://www.aqmd.gov/ceqa/hdbk.html>, was developed in accordance with the projections and programs of the AQMP. The purpose of the CEQA Air Quality Handbook is to assist lead agencies, as well as consultants, project proponents, and other interested parties in evaluating a proposed project's potential air quality impacts. Specifically, the CEQA Air Quality Handbook explains the procedures that the South Coast AQMD recommends be followed for the environmental review process required by CEQA. The CEQA Air Quality Handbook provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The South Coast AQMD is in the process of developing an updated "Air Quality Analysis Guidance Handbook" to replace the CEQA Air Quality Handbook. The CEQA Air Quality Handbook is still available but not online. In addition, there are sections of the CEQA Air Quality Handbook that are obsolete. In order to assist the CEQA practitioner in conducting an air quality analysis while the new CEQA Air Quality Handbook is being prepared, supplemental information regarding significance thresholds and analysis, emissions factors, cumulative impacts emissions analysis, and other useful subjects, are available at the South Coast AQMD website (South Coast AQMD 2024a). The CEQA Air Quality Handbook and updated supplemental information is used in this analysis.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the Federally designated metropolitan planning organization for the majority of the southern California region and is the largest metropolitan planning organization in the nation. With respect to air quality planning, SCAG has prepared the Regional Transportation Plan and Regional Transportation Improvement Plan, which addresses regional development and growth forecasts. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency, analysis included in the AQMP. The Regional Transportation Plan, Regional Transportation Improvement Plan, and AQMP are based on projections originating within the City and County General Plans.

On September 3, 2020, SCAG’s Regional Council unanimously voted to approve and fully adopt Connect SoCal – the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments, and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal outlines more than \$638 billion in transportation system investments through 2045. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

Most recently, in April 2024, SCAG approved Connect SoCal 2024. Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region’s shared goals through 2050. Goals of the plan include more efficient development patterns, reduced congestion, expanded multi-model travel options, and reduced greenhouse gas emission from passenger vehicles. Priority Development Areas are a key focus of the plan to increase development in locations where people can access alternative modes of transportation or make short trips for day-to-day tasks.

Local

City of Perris General Plan

Local jurisdictions, such as the City of Perris, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the 2022 AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

The City relies on the expertise of the South Coast AQMD and utilizes the South Coast AQMD CEQA Air Quality Handbook and supplemental information as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

The Healthy Community Element as well as the Conservation Element of the City of Perris General Plan summarize air quality issues in the South Coast Air Basin, air quality-related plans and programs administered by federal, state, and special purpose agencies, and establishes goals and policies to improve air quality.

Applicable goals and policies from the Healthy Community Element include:

- Goal HC-6** Healthy Environment – Support efforts of local businesses and regional agencies to improve the health of our region’s environment.
- **Policy HC-6.1:** Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.
 - **Policy HC-6.3:** Promote measures that will be effective in reducing emissions during construction activities.
 - Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations.
 - All construction equipment for public and private projects will also comply with California Air Resources Board’s vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD.
 - Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project-by-project basis and should be specific to the pollutant for which the daily threshold is exceeded.

Applicable goals and policies from the Conservation Element include:

- Goal X:** Encourage improved energy performance standards above and beyond the California Title 24 requirements.
- **Policy X.B:** Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.

Perris Good Neighbor Guidelines

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

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

- Policy 1.1** Any industrial project over 400,000 square feet in size or requiring the preparation of an Environmental Impact Report (EIR) shall be designed to meet the requirements of LEED Silver Certification whether or not certification is pursued. Documentation shall be provided to the City demonstrating compliance.
- Policy 1.3** When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.
- Policy 1.12** Warehouse/ distribution facilities shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on site queuing for trucks away from sensitive receptors. Commercial trucks shall not be parked in the public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.
- Policy 1.16** Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the City approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.
- Policy 1.17** Signs shall be installed in public view with contact information of facility operator and SCAQMD for complaints related to excessive dust, fumes, or odors, and truck and parking complaints. Any complaints made to the facility operator shall be answered within 72 hours of receipt.
- Policy 1.19** Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.
- Goal 2** Minimize exposure of diesel emissions to neighbors that are situated in close proximity to the warehouse/distribution center.
- Policy 2.1** Minimize the air quality impacts of trucks on sensitive receptors by:
- a) Restricting diesel engine and construction equipment idling to 5 minutes or less (SCAQMD Rule 2485). A driver of a vehicle shall turn off the engine upon stopping at a destination.
 - b) Designing facilities with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets.
 - c) Providing ingress and egress for trucks away from sensitive receptors.
 - d) For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.
 - e) On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided or be powered by alternative technology.
 - f) Passenger vehicles parking should be separated from enclosed truck parking/truck court, and have separate primary access.
 - g) At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be

equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles.

- h) Encouraging replacement of diesel fleets with new model vehicles.
- i) Preventing the queuing of trucks on streets or elsewhere outside the warehouse facility or near sensitive receptor.
- j) Promoting the installation of on-site electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where transport refrigeration units (TRUs) are proposed to be used.

- Policy 2.2** No operation shall be permitted which emits odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable to a level that is detectable with or without the aid of instruments at or beyond the lot line of the property containing said operation or activity.
- Policy 2.3** Avoid locating exits and entries near sensitive receptors.
- Policy 2.5** Warehouses greater than 100,000 square feet are required to directly reduce nitrogen and diesel particulate matter emissions (SCAQMD Rule 2305).
- Policy 2.6** On site motorized operational equipment shall be ZE (Zero Emissions).
- Policy 2.7** Buildings over 400,000 square feet shall install solar panels so 100% of the power is supplied to the office area of the facility, unless it is restricted due to the March Air Force Base Accident Potential Zone.
- Policy 2.8** Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.
- Policy 2.9** Pursuant to CARB’s Truck and Bus Regulation, facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty (HHD) trucks with a gross vehicle weight rating greater than 19,500 pounds use year CARB compliant 2010 or newer engines. Records should be made available to the City of Perris.
- Policy 2.10** Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.
- Policy 2.11** Equipment operator of a TRU (Transportation Refrigeration Unit) shall not cause a TRU to operate while stationary unless the vehicle is lawfully parked and not within 500 feet of a school, unless the operator is actively engaged in the process of loading or unloading cargo or is waiting in a queue to load or unload for a period not to exceed 2 hours.

- Policy 2.12** Require low energy use features, low water use features, all-electric vehicles (EV) parking spaces and charging facility, carpool/vanpool parking spaces, and short- and long-term bicycle parking facilities (Title 24 of the California Code of Regulations – CALGreen).
- Policy 2.13** Post signs requiring to turn off truck engines when not in use.
- Goal 3** Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.
- Policy 3.1** The facility operator shall abide by the truck routing plans, consistent with the City of Perris Truck Route Plan.
- Policy 3.3** Truck traffic shall be routed to impact the least number of sensitive receptors.
- Policy 3.5** Check in gates and/or guard booths are required to be positioned with a minimum of 150 feet inside the property line for on-site truck queuing. An additional 75 feet of on-site queuing shall be added for every 20 loading docks beyond 40 up to 300 feet. Multiple lanes (minimum lane width 12 feet) are permitted to achieve the required queuing. The general queuing and spillover of trucks onto the surrounding public streets are prohibited. Commercial trucks and/or trailers shall not be parked on the public right of way or adjacent to sensitive receptors.
- Goal 4** Provide Buffers between Warehouses and Sensitive Receptors
- Policy 4.1** A separation of at least 300 feet shall be provided, as measured from the dock doors to the nearest property line of the sensitive receptor.
- Policy 4.10** Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.
- Goal 5** Establish an Education Program to Inform Truckers of Health Effects of Diesel Particulate and Conduct Community Outreach to Address Residents' Concerns
- Policy 5.1** Provide adequate notification to all owners of real property on the latest records of the County Assessor within 500 feet of the real property. or at least 25 property owners, whichever is greater, for all required public notices pertaining to a warehouse project's entitlement.
- Policy 5.2** Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Policy 5.3** Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on site areas and not within the surrounding community or on public streets.
- Policy 5.4** Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SAQMD Rule 2202, with the intent of discouraging

single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.

- Policy 5.5** Provide informational flyers and pamphlets for truck drivers about the health effects of diesel particulates and importance of being a good neighbor.
- Policy 5.6** Encourage facility owners/management to have site visits with neighbors and the community to view measures taken to reduce/and or eliminate diesel particulate emissions.
- Policy 5.8** Provide facility owners/management with information from CARB and SCAQMD and encourage the utilization of resources provided by those agencies.
- Goal 6** Implement Construction Practice Requirements in Accordance with State Requirements to Limit Emissions and Noise Impacts from Building Demolition, Renovation, and New Construction
- Policy 6.1** In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.
- Policy 6.2** All diesel fueled off-road construction equipment greater than 50 horsepower shall be equipped with CARB Tier 4 Compliant engines. If Tier 4 equipment is not available within 50 miles of the project site, Tier 3 or cleaner off road construction equipment may be utilized.
- Policy 6.3** Construction contractor shall utilize construction equipment with properly operating and maintained mufflers, consistent with manufacturer's standards.
- Policy 6.4** Construction contractors shall locate or park all stationary construction equipment away from sensitive receptors nearest the project site, to the extent practicable.
- Policy 6.5** The surrounding streets shall be swept on a regular basis to remove any construction related debris and dirt.
- Policy 6.6** Appropriate dust control measures that meet the SCAQMD Rule 403 standards shall be implemented for grading and construction activity.
- Policy 6.7** Construction equipment maintenance records and data sheets, as well as any other records necessary to verify compliance with CARB standards shall be kept on site and furnished to the City of Perris upon request.
- Policy 6.8** Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.
- Policy 6.10** The maximum daily disturbance area (actively graded area) shall be determined by the Air Quality Study.

- Policy 6.11** Use of the most readily available technology (CARB Tier 3, Tier 4 Interim, and Tier 4 Compliant equipment).
- Policy 6.12** Designate an area of the construction site where electric-powered construction vehicles and equipment can charge if the utility provider can feasibly provide temporary power for this purpose.
- Policy 6.13** During construction, signs are required to be in public view with contact information for a designated representative of the building occupant and an SCAQMD representative who is designated to receive complaints about excessive dust, fumes, or odors on this site.
- Goal 7** Ensure Compliance with the California Environmental Quality Act (CEQA) and State Environmental Agencies
- Policy 7.1** In compliance with CEQA, conduct SCAQMD California Emissions Estimator Model (CalEEMod) and Emission Factors (EMFAC) computer models to identify the significance of air quality impacts on sensitive receptors.
- Policy 7.2** Require an air quality analysis to ensure air quality protection, in accordance with the Air Quality Management District (AQMD) guidelines, for both project specific and cumulative impact analysis.
- Policy 7.3** Require Health Risk Assessments for industrial uses within 1,000 feet of sensitive receptors in accordance with AQMD guidelines.
- Policy 7.5** Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.
- Policy 7.6** Require signage about CARB regulations.
- Policy 7.7** All building roofs shall be solar-ready.
- Policy 7.8** Require the use of low Volatile organic compounds (VOC) paints and coatings (SCAQMD Rule 1113).

4.2.1.2 Existing Conditions

Climate

The Project Site is located within the City of Perris in the portion of Riverside County that lies within the South Coast Air Basin. The South Coast Air Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The South Coast Air Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County. The ambient concentrations of air pollutants are determined by the number of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore,

existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount number of emissions released by existing air pollutant sources.

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

Temperature and precipitation levels in the City vary throughout the year.-In general, August is typically the warmest month and December is typically the coolest month. Rainfall around the Project Site varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

Air Pollutants and Effects

Air quality laws and regulations have historically divided air pollutants into two broad categories: criteria air pollutants and non-criteria pollutants, or toxic air contaminants. The purpose of this section is to evaluate the potential criteria air pollutant impacts of the Proposed Project. Criteria air pollutants are a group of common air pollutants regulated by federal and state governments through ambient air quality standards based on criteria regarding the health and environmental effects of pollution. The criteria air pollutants pertinent to the analysis in this EIR are carbon monoxide (CO), nitrogen oxides (NO_x), ozone (O₃), respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and sulfur dioxide. The following describes the health effects of these criteria air pollutants.

Carbon Monoxide

CO is a colorless, odorless, poisonous gas produced by combustion processes, primarily mobile sources. When CO gets into the body, it combines with chemicals in the blood and prevents blood

from providing oxygen to cells, tissues, and organs. Because the body requires oxygen for energy, high-level exposure to CO can cause serious health effects, including death (EPA 2024a).

Nitrogen Oxides

NO_x is a general term pertaining to compounds including nitric oxide (NO), nitrogen dioxide (NO₂), and other nitrogen oxides. NO_x is produced from burning fuels, including gasoline, diesel, and coal. NO_x reacts with volatile organic compounds (VOC) to form ground-level ozone (smog). NO_x is linked to a number of adverse respiratory system effects (EPA 2023b).

Ozone

Ground-level ozone is not emitted directly into the air but is formed by chemical reactions of “precursor” pollutants (NO_x and VOC) in the presence of sunlight. Major emissions sources include NO_x and VOC emissions from industrial facilities and electric utilities, motor vehicle exhaust, gasoline vapors, and chemical solvents. Ozone can trigger a variety of health problems, particularly for sensitive receptors, including children, older adults, and people of all ages who have lung diseases, such as asthma (EPA 2024a).

Particulate Matter

Particulate matter includes dust, metals, organic compounds, and other tiny particles of solid materials that are released into and move around in the air. Particulates are produced by many sources, including the burning of diesel fuel by trucks and buses, industrial processes, and fires. Particulate matter is measured in microns, which are 1 millionth of 1 meter in length (or 1 thousandth of 1 millimeter). PM₁₀ is small particulate matter measuring no more than 10 microns in diameter, while PM_{2.5} is fine particulate matter measuring no more than 2.5 microns in diameter. Both PM_{2.5} and PM₁₀ can be inhaled and deposited throughout the airways. Locations of particle deposition in the lung depend on particle size. PM_{2.5} is more likely to travel into and deposit on the surface of the deeper parts of the lung, while PM₁₀ is more likely to deposit on the surfaces of the larger airways of the upper region of the lung. Inhalation of particulate matter can cause nose and throat irritation and heart and lung problems (CARB 2024b).

Sulfur Dioxide

Sulfur dioxide is formed primarily by the combustion of sulfur-containing fossil fuels, especially at power plants and industrial facilities. Sulfur dioxide is linked to a number of adverse effects on the respiratory system (EPA 2024c).

Existing Ambient Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the South Coast Air Basin. Estimates of the existing emissions in the South Coast Air Basin provided in the Final 2022 AQMP

prepared by the South Coast AQMD (December 2022) indicate that collectively, mobile sources account for 46 percent of the VOC, 85 percent of the NO_x emissions, 89 percent of the CO emissions, and 29 percent of directly emitted PM_{2.5}, with another 18 percent of PM_{2.5} from road dust (South Coast AQMD 2022).

The South Coast AQMD has divided the South Coast Air Basin into 38 air monitoring areas with a designated ambient air monitoring station representative of each area. The Project Site is located within the Perris Valley air monitoring area (Area 24), which is located in Riverside County and covers from the San Bernardino and Riverside County line on the north, Paloma Valley on the south, Perris on the west, and the San Jacinto Valley on the east. Prior to 2022, ambient air emissions of ozone within Area 24 were monitored at the Perris Valley Monitoring Station which was located approximately 1.6 miles northwest of the Project Site at 237 N. D Street, Perris. The Perris Valley Monitoring Station also measured ambient concentrations of PM₁₀ prior to 2021. Ambient air quality concentrations are no longer monitored within Area 24.

As not all monitoring stations monitor all pollutants, representative data can also be obtained from the Lake Elsinore-W Flint Street Monitoring Station (Lake Elsinore Station) located approximately 8.6 miles southwest of the Project Site at 506 W Flint Street, Lake Elsinore for those pollutants which were not measured at the Perris Valley Station. However, it should be noted that due to the air monitoring stations' distances from the Project Site, recorded air pollution levels at the air monitoring station reflect with varying degrees of accuracy, local air quality conditions at the Project Site. Table 4.2-3, Air Quality Monitoring Summary, summarizes the monitored pollutant levels from the Perris Valley and Lake Elsinore Stations from 2021 through 2023, which is the most recent 3-year period available. The data shows that during the past few years, the Perris Valley Station has exceeded the ozone and PM₁₀ standards.

Table 4.2-3. Air Quality Monitoring Summary

Pollutant	Standard	Monitoring Station	2021	2022	2023
Ozone (O ₃)					
Maximum 1-hour concentration (ppm)		Perris Valley 24	0.117	0.121	0.120
Number of days exceeded	State: > 0.9 ppm		25	17	10
Maximum 8-hour concentration (ppm)			0.094	0.091	0.103
Number of days exceeded	State: > 0.07 ppm		60	37	35
	Federal: > 0.07 ppm		60	37	35
Respirable Particulate Matter (PM _{2.5})					
Maximum 24-hour concentration (µg/m ³)		Lake Elsinore 25	*	*	*
Number of days exceeded	Federal: > 35 µg/m ³		*	*	*
Annual arithmetic average concentration (µg/m ³)			*	*	*
Exceeded for the year	State: > 12 µg/m ³		*	*	*
	Federal: > 15 µg/m ³		*	*	*
Fine Particulate Matter (PM ₁₀)					
Maximum 24-Hour Concentration		Perris Valley 24	89.0	91.0	186
Number of days exceeded	Federal: >150 µg/m3		0	0	1
	State: > 50 µg/m3		4	1	5
Annual arithmetic average concentration (µg/m ³)			21.4	19.8	20.8
Nitrogen Dioxide (NO ₂)					
Maximum 1-hour concentration (ppm)		Lake Elsinore 25	43.7	37.2	41.7
Carbon Monoxide (CO)					
Maximum 8-Hour Concentration		Lake Elsinore 25	0.9	0.9	1.3
Number of days exceeded	State: > 9 ppm		0	0	0
	Federal: > 9 ppm		0	0	0

Source: AQMD 2024**Notes:** ppm = parts per million * = insufficient data available to determine value.

4.2.2 Thresholds of Significance

According to Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), the Proposed Project would have a significant impact on air quality if it would:

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

The South Coast AQMD has established significance thresholds to assess the regional and localized impacts of Project-related air pollutant emissions. These significance thresholds are updated as needed to appropriately represent the most current technical information and attainment status in the South Coast Air Basin. Table 4.2-4, Maximum Daily Regional Emissions Thresholds of Significance, provides a summary of the South Coast AQMD Regional Emissions Thresholds for both construction and operational activities. The South Coast AQMD's CEQA Air Quality Significance Thresholds indicate that any projects in the South Coast Air Basin with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact (South Coast AQMD 2023).

Table 4.2-4. Maximum Daily Regional Emissions Thresholds of Significance

Pollutant	Pounds per Day	
	Construction Regional Thresholds	Operational Regional Thresholds
NO _x	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
CO	550	550

Source: South Coast AQMD March 2023.

Notes: CO = carbon monoxide; NO_x = oxides of nitrogen; Pb = lead; PM₁₀ = particulate matter less than 10 microns in diameter; PM_{2.5} = particulate matter less than 2.5 microns in diameter; SO_x = sulfur oxides; VOC = volatile organic compounds

The South Coast AQMD's screening look-up tables, or Localized Significance Thresholds (LSTs) are utilized in determining the significance of the Proposed Project's localized air quality impacts, and to determine if further detailed analysis is required. As described in greater detail below in Methodology, the thresholds presented in Table 4.2-5, Maximum Daily Localized Emissions

Thresholds of Significance, are the applicable threshold values for the Proposed Project's disturbed acreage (approximately 75 acres), and a receptor distance of 50 meters.

Table 4.2-5. Maximum Daily Localized Emissions Thresholds of Significance

Pollutant	Pounds per Day	
	Construction	Operational
NO _x	302	302
CO	2,178	2,178
PM ₁₀	40	10
PM _{2.5}	10	3

Source: South Coast AQMD 2009.

Notes: CO = carbon monoxide; NO_x = oxides of nitrogen; PM₁₀ = particulate matter less than 10 microns in diameter; PM_{2.5} = particulate matter less than 2.5 microns in diameter

Regarding operational impacts to sensitive receptors, the Proposed Project would result in a significant impact if diesel particulate matter exposure would result in an increased cancer risk greater than 10 in 1 million, or an increased chronic non-cancer hazard index of more than 1.

With respect to “cumulative considerable” increases in emissions, the South Coast AQMD has published a report on how to address cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution. In this report the South Coast AQMD clearly states (Page D-3):

“...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.”

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the South Coast AQMD's recommended daily thresholds of significance for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the South Coast Air Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality

impact. Alternatively, individual project-related construction and operational emissions that exceed South Coast AQMD thresholds of significance for project-specific impacts would be considered cumulatively considerable.

Methodology

Construction and operation emissions were modeled for the Proposed Project using CalEEMod Version 2022.1.1.24. Construction is conservatively assumed to require approximately two years based upon the CalEEMod default schedule for projects of similar size and scope and a review of other similar industrial projects in the surrounding area (City of Perris 2023). Default construction equipment fleet and vehicle trips for workers and haul trips are assumed. A total of 186,500 cubic yards of soil would be required for import to both sites. Implementation of dust control practices is assumed consistent with South Coast AQMD Rule 403, including watering and limiting vehicle speeds. Consistent with the traffic analysis, an operational year of 2025 is assumed. Total daily vehicle traffic and fleet mix was obtained from the Traffic Impact Analysis for the Proposed Project (Appendix J). The CalEEMod default vehicle mix was revised based on the truck trip percentages calculated for each Proposed Project component in the Traffic Impact Analysis. Trucks are assumed to be heavy-duty trucks and truck types (light-, medium-, or heavy-heavy duty) were determined based on number of axles using guidance from the California Air Pollution Control Officers Association (2013). Consistent with South Coast AQMD recommendations, truck trips distance for Buildings 1 and 2 on Site 1 was assumed to be 40 miles. The CalEEMod input for Work-Other (W-O) trips was revised to represent truck trips, the percent of total trips attributable to Work-Other was revised based on the daily truck trip percentages from the Traffic Analysis and VMT Analysis. Passenger vehicle trip length was modified so that total vehicle miles traveled (VMT) for Buildings 1 and 2 was consistent with the VMT calculated for these buildings in the Traffic Analysis and VMT Analysis. As described in Section 4.13, Transportation, the Site 2 development would be a locally serving use that was screened out of VMT analysis. As such, Project-specific VMT was not calculated for Site 2 and the CalEEMod average default trip lengths of approximately 13 miles is assumed for Site 2, including truck trip distance. As a locally serving use, a 40-mile trip length would not be appropriate for Site 2 truck trips. The 40-mile trip length is intended to represent average trip lengths from distribution facilities to an end facility to deliver goods, such as a port. The purpose of the Site 2 truck and trailer storage facility is to provide a location for trucks in between distribution facilities and end destinations. Overflow storage would also be available for Buildings 1 and 2, which would reduce the need for trucks to be on the road. As such, new VMT attributable to Site 2 would be limited to a truck's diversion from its route to Site 2. As the Project Site is located less than 2 miles from any Interstate 215 interchange, the default trip length is considered conservative. Model default calculations for energy use, consumer product use, and landscaping are assumed.

Regarding localized impacts to sensitive receptors from criteria pollutants, the local air quality emissions from construction and operation were analyzed using the South Coast AQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold (LST) Methodology prepared by the South Coast AQMD (revised July 2008). The Look-up Tables were developed by the South Coast AQMD in order to readily determine if the daily emissions of CO, NO_x, PM₁₀, and PM_{2.5} from a proposed project could result in a significant impact to the local air quality. The emission thresholds were obtained based on the Perris Valley Source Receptor Area 24. A daily disturbance value of five acres per day is assumed for construction based on South Coast AQMD guidance for determining daily disturbance area based on CalEEMod-estimated fleet (South Coast AQMD 2024b). Operation of the Proposed Project is analyzed based on the Perris Valley Area 24 and thresholds of significance for a 5-acre site, the largest project size contained in the LST Lookup Tables. Consistent with South Coast AQMD guidance, the LST analysis includes only on-site emissions during construction and operation (South Coast AQMD 2008). On-site mobile emissions are assumed to be 16 percent of total emissions. It is conservatively assumed that each trip would include a total of 2 miles of travel on either Site 1 or 2. Average trip distance for the project is 12.6 miles (34,534 daily VMT for 2,730 average daily trips). Therefore, 2 miles represents approximately 16 percent of total emissions. Five percent of emissions is conservatively assumed. The nearest sensitive receptor area is the residential zone approximately 160 feet northwest of the Project Site. This zone includes the Hunt Club Apartments, which is setback from the roadway and located approximately 370 feet at the closest point from the construction area. However, a receptor distance of 50 meters (approximately 164 feet) from construction to the edge of the residential zone is conservatively assumed for purposes of this analysis.

The assessment of health risk impacts from diesel particulate matter from the Proposed Project operation is modeled using the AERMOD Model (AERMOD View Version 12.0.0), which is the air dispersion model accepted by the South Coast AQMD for performing health risk analyses. AERMOD predicts pollutant concentrations from point, area, volume, line, and flare sources with variable emissions in terrain from flat to complex with the inclusion of building downwash effects from buildings on pollutant dispersion. It captures the essential atmospheric physical processes and provides reasonable estimates over a wide range of meteorological conditions and modeling scenarios. Modeling incorporated the modeling assumptions outlined in the South Coast AQMD Modeling Guidance for AERMOD (South Coast AQMD 2024c), including urban dispersion coefficient, elevated terrain, 1-year averaging time, and receptor height of 0 meters.

The diesel particulate matter emission factors for the various vehicle types were derived from PM₁₀ emissions factors from the CARB EMFAC2021 mobile source emission model. The emissions factors were derived for the South Coast area of Riverside County. Emissions factors were estimated to establish the emissions generated while the vehicles travel off-site, along travel links from the Proposed Project driveways to loading docks at Site 1, the travel lane through the Project

Site, while idling at the loading dock during loading or unloading materials at Site 1, and while idling and maneuvering to park at Site 2. Truck loading areas at Site 1 and truck parking areas on Site 2 are modeled as area sources. Roadways are modeled as line sources made up of multiple adjacent volume sources. All vehicles were assumed to travel on-site at a speed of 5 miles per hour. Off-site, the speeds along the roads were anticipated to average 25 miles per hour. Delivery vehicles were assumed to idle for a maximum of 15 minutes per vehicle per day, consistent with South Coast AQMD recommendations. The South Coast AQMD recommendation is conservative compared to the CARB Air Toxic Control Measure (ATCM), which regulates truck idling time to five minutes or less and is intended to account for idling that may occur at facility entrances and exits, during truck maneuvering, and at the loading bay or truck parking areas. The emissions factors used in this assessment are detailed in Appendix B, including truck mix and trip generation assumptions, and utilized equations. Assumed truck route, truck mix, and trip generation were obtained from the Traffic Impact Analysis prepared for the Proposed Project (Appendix J). Emissions factors conservatively assume an operational year of 2025, although Proposed Project emissions would decrease over time due to increasing emissions standards.

Annual concentrations of diesel particulate matter, as PM_{10} , at receptors within 1,000 meters of the Project center point are calculated using AERMOD, including seven discrete receptor locations at the existing sensitive and industrial receptors closest to the construction area. The receptor grid uses a spacing of 50 meters. Residential discrete receptors include the Hunt Club Apartments located directly northwest of the Project Site (1355 S Perris Blvd), and the Perris Park Apartments located west of the Hunt Club Apartments (1450 S Perris Blvd). A discrete receptor is also located at the nearest school, Perris Lake High School (418 W Ellis Avenue), to represent potential student exposure. Worker exposure is calculated at four locations, one in each direction from the Project Site, including Iglesia de Dios de la Profecía located north of Site 2 (350 E Ellis Avenue), Pacific Restoration Group located east of Site 2 (325 E Ellis Avenue), Certified Signs located west of Site 1 (1800 Goetz Road), and Skydive Perris located south of Site 1 (2091 Goetz Road). AERMOD also identifies a point of maximum impact. Details of the model inputs and output are provided in Appendix B.

Cancer risk to existing receptors was calculated for the inhalation pathway based on calculations and inputs provided by the California Office of Environmental Health Hazard Assessment (OEHHA), include age sensitivity factors, breathing rates, and cancer potency factor for OEHHA-defined age groups, based on receptor type (OEHHA 2015). Calculation details are provided in Appendix B. For residential receptors, a 30-year exposure is assumed that includes the third trimester to age 30. Although the nearest school is a high school, a nine year student exposure from ages 4 to 13 is conservatively assumed. For workers at the surrounding commercial and industrial areas, including the nearby church, worker exposure is based on a 25-year exposure duration from ages 16 to 41. In accordance with the OEHHA guidelines, the non-cancer risk hazard quotient for

diesel particulate matter is determined by dividing the concentration in micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) by the reference exposure level for diesel particulate matter.

4.2.3 Regulatory Implementation

- RI AQ-1** All construction equipment for public and private projects will comply with CARB's vehicle standards including Section 2025, Title 13 which limits NO_x, PM₁₀ and PM_{2.5} emissions from on-road diesel truck fleets that operate in the state.

- RI AQ-2** All diesel-powered construction equipment used during project construction will comply with CARB Air Toxic Measure Rule 2485 which limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location.

- RI AQ-3** The Project will be constructed in compliance with applicable South Coast AQMD rules and regulations including Rule 403, which requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Control measures include but are not limited to application of water or chemical stabilizers to disturbed soils; managing haul road dust by application of water; covering haul vehicles; restricting vehicle speeds on unpaved roads to 15 mph; sweeping loose dirt from paved site access roadways; cessation of construction activity when winds exceed 25 mph and establishing a permanent stabilizing ground cover on finished sites. Water trucks will be utilized during all earth moving operations.

- RI AQ-4** During construction, the Project will comply with South Coast AQMD Rule 1113 which requires that architectural coatings will be limited to an average of 50 grams per liter or less of VOCs for building coatings and 100 grams per liter or less of VOCs for traffic coatings.

- RI AQ-5** The Proposed Project shall comply with all applicable requirements of the City of Perris Good Neighbor Guidelines – (Perris GNG) Siting New and/or Modified Industrial Facilities, adopted May 2022.

4.2.4 Environmental Impacts

The following sections address various potential impacts relating to air quality that could result from implementation of the Proposed Project.

4.2.4.1 Threshold AQ-1: Consistency with Applicable Air Quality Plan

Impact Analysis

In December 2022, the South Coast AQMD adopted the 2022 AQMP. The 2022 AQMP builds upon measures already in place from previous AQMPs and continues to evaluate current integrated strategies and control measures to meet the National Ambient Air Quality Standards, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. The 2022 AQMP incorporates scientific and technological information and planning assumptions, including the Connect SoCal 2020 and updated emission inventory methodologies for various source categories. The Proposed Project's consistency with the AQMP has been determined using the 2022 AQMP.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the South Coast AQMD CEQA Air Quality Handbook. These indicators are discussed below:

Consistency Criterion 1

Per the South Coast AQMD CEQA Air Quality Handbook, Consistency Criterion 1 states that the Proposed Project would result in a potentially significant impact to air quality if it would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations that Consistency Criterion No. 1 refers to are the California and national ambient air quality standards. California and national ambient air quality standards violations would occur if regional or localized significance thresholds were exceeded.

Construction

As concluded below in Threshold AQ-2, the Proposed Project would exceed the applicable regional significance threshold of significance for VOC emissions from construction activity. VOC emissions from construction would be temporary and exceedances of South Coast AQMD regional and localized significance thresholds would cease upon the end of construction. However, as discussed below, mitigation is required to reduce impacts to less-than-significant levels. Following implementation of mitigation measure MM AQ-1, VOC emissions would be reduced and would not exceed regional thresholds. Therefore, the Proposed Project would not conflict with the AQMP following implementation of mitigation measure MM AQ-1.

Operation

As evaluated, the Proposed Project would not exceed the applicable regional and localized significance thresholds for operational activity. Therefore, the Proposed Project would not conflict with the AQMP according to this criterion. Based on the preceding discussion, the Proposed Project would be consistent with the first criterion.

Consistency Criterion 2

Per the South Coast AQMD CEQA Air Quality Handbook, Consistency Criterion 2 states that the Proposed Project would result in a potentially significant impact to air quality if it would exceed the assumptions in the 2022 AQMP at full build-out.

The AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Perris General Plan is considered to be consistent with the AQMP.

The Project Site is designated for Light Industrial and General Industrial uses. The Light Industrial designation provides for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. The General Industrial designation provides for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities.

The Proposed Project would consist of two warehouse buildings: Building 1 (795,109 square feet) and Building 2 (71,961 square feet) on Site 1. The Proposed Project would also include a 323-space truck/trailer lot on Site 2. These uses are consistent with the City's General Plan land use designations and intensity. The Proposed Project would not require a general plan amendment or zone change and therefore would be consistent with the City's growth projections. Additionally, the Proposed Project's construction and operational source air pollutant emissions would not exceed the regional or localized significance thresholds established by the South Coast AQMD.

Based on the preceding discussion, the Project would be consistent with the second criterion.

Summary

The Proposed Project may exceed regional or local significance thresholds for VOC during construction. Following implementation of mitigation measure MM AQ-1, potential impacts would be reduced to less-than-significant levels and the Proposed Project would not result in or cause national or California ambient air quality standards violations. The Proposed Project is consistent with the land use and growth intensities reflected in the City of Perris General Plan.

Furthermore, the Proposed Project operations would not exceed any applicable regional or localized South Coast AQMD thresholds of significance. As such, the Proposed Project would be consistent with the AQMP and a less than significant impact would occur with mitigation incorporated.

Significance of Impact

Potentially significant without mitigation.

4.2.4.2 Threshold AQ-2: Cumulative Increase in Criteria Pollutant Emissions

Impact Analysis

Construction

The estimated maximum daily construction emissions without mitigation are summarized in Table 4.2-6, Construction-Related Regional Pollutant Emissions (pounds per day). As shown, the Proposed Project would exceed the South Coast AQMD threshold of significance for VOC emissions. Mitigation measures are proposed as part of the Proposed Project and are further discussed under Sections 4.2.7, 4.2.8, and 4.2.9 of this EIR. Prior to mitigation, this impact would be potentially significant.

Table 4.2-6. Construction-Related Regional Pollutant Emissions (pounds per day)

Activity	VOC ³	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Daily Emissions ^{1,2}	172	86.4	43.9	<1	17.6	6.87
<i>South Coast AQMD Thresholds</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Significant?	Yes	No	No	No	No	No

Source: Appendix B.

Notes: CO = carbon monoxide; NO_x = oxides of nitrogen; PM₁₀ = particulate matter less than 10 microns in diameter; PM_{2.5} = particulate matter less than 2.5 microns in diameter; SO_x = sulfur oxides; VOC = volatile organic compounds;

¹ = Includes on-site and off-site emissions. On-site grading PM₁₀ and PM_{2.5} emissions show compliance with South Coast AQMD Rule 403 for fugitive dust;

² = Construction, painting and paving phases may overlap;

³ = South Coast AQMD Rule 1113 limits architectural coatings for buildings to 50 g/L VOC and parking lot striping to 100 g/L VOC.

Operation

Operation of the Proposed Project would result in criteria pollutant emissions from area sources (consumer products and landscape equipment), energy sources, and mobile sources (i.e., vehicles). The primary source of operational emissions generated by the Proposed Project would be from mobile sources, specifically, the trucks that would travel to and from the Project Site and operate within the Project Site. Trip generation data is discussed further in Section 4.13, Transportation, of this EIR. The Proposed Project is expected to generate approximately 2,730 average daily trips. The maximum daily pollutant emissions created from the Proposed Project's long-term operations are shown below in Table 4.2-7, Regional Operational Pollutant Emissions. As shown in Table 4.2-7, none of the South Coast AQMD thresholds of significance would be exceeded. Therefore, regional operational impacts would be less than significant.

Table 4.2-7. Regional Operational Pollutant Emissions

Activity	Pollutant Emissions (pounds per day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile	8.87	35.5	99.3	<1	25.9	6.98
Energy	0.24	4.45	3.74	<1	0.34	0.34
Area Sources	27.2	0.32	37.7	<1	0.07	0.05
Emergency Fire Pump Testing (two pumps, 30 minutes per week)	<1	3.24	1.85	<1	<1	<1
Maximum Daily Emissions	36.3	43.51	142.59	<1	26.31	7.37
South Coast AQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Appendix B.

Notes: CO = carbon monoxide; NO_x = oxides of nitrogen; PM₁₀ = particulate matter less than 10 microns in diameter; PM_{2.5} = particulate matter less than 2.5 microns in diameter; SO_x = sulfur oxides; VOC = volatile organic compounds

As discussed in Section 4.2.1.2, Existing Conditions, criteria air pollutants have the potential to result in health impacts, such as headaches or throat irritation, at the time of exposure. In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, the California Supreme Court held that an EIR air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts or meaningfully explain why that analysis cannot be provided.

Consistent with other local agencies, neither the City of Perris nor South Coast AQMD have adopted thresholds related to potential health impacts from criteria air pollutant emissions because individual exposure levels and individual reactions to localized short-term exposure to pollutant emissions from Project construction and operation cannot be feasibly determined. The localized level of ozone that receptors may be exposed to from VOC emissions cannot be determined because the formation of ozone is not directly determined by the quantity of VOC and NO_x emissions generated by a project (San Joaquin Valley APCD 2015). The amount of ozone formed depends on heat and sunlight exposure, and once formed, ozone is likely to be dispersed or carried away from the site by wind. Conversely, ozone exposure on site could have been transported to the site by wind and be attributable to another source (EPA 2024a). Currently, there are no known methods that can feasibly ascertain the ultimate locations of ozone formation associated with the emissions of ozone precursors such as VOC and NO_x (San Joaquin Valley APCD 2015).

In the absence to available data and methods to establish thresholds to reflect localized health impacts, the thresholds of significance adopted by the South Coast AQMD outlined in Tables 4.2-6 and Table 4.2-7 reflect Basin-wide consistency with the national and California ambient air quality standards, which are adopted to protect public health. Because the Project emissions are calculated to be below the South Coast AQMD thresholds of significance, the Project would not result in a significant contribution to impacts related to non-attainment of ambient air quality standards. The South Coast AQMD has also adopted the LSTs. The LSTs represent the maximum

emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. These thresholds of significance are intended to provide a better representation of potential local criteria pollutant exposure and potential health risks. Evaluation of localized impacts related to criteria pollutant emissions based on the LSTs, and cancer and chronic risks from diesel particulate matter from Project operation are addressed under Threshold 3.

Significance of Impact

Potentially significant without mitigation for Project construction. Less than significant for Project operation.

4.2.4.3 Threshold AQ-3: Sensitive Receptors

Impact Analysis

Those who are sensitive to air pollution include children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the South Coast AQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities (South Coast AQMD 2008). Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours. The nearest sensitive receptors to the Project Site include the Hunt Club Apartments located approximately 370 feet to the west of the Project Site (across Goetz Road and Case Road).

Localized Impacts from Criteria Pollutants

LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable national and California ambient air quality standards at the nearest residence or sensitive receptor. Receptor locations are off-site locations where individuals may be exposed to emissions from Proposed Project activities. Consistent with the South Coast AQMD LST Methodology, the nearest land use where an individual could remain for 24 hours (in this case the nearest residential land use) has been used to determine construction and operational air quality impacts for PM₁₀ and PM_{2.5} emissions, since PM₁₀ and PM_{2.5} thresholds are based on a 24-hour averaging time.

The nearest industrial/commercial use to the Project Site is used to determine construction and operational LST air impacts for emissions of NO_x and CO as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assume that an individual could be present at these sites for periods of one to 8 hours. The nearest sensitive receptors to the Project Site include the Hunt Club Apartments located approximately 370 feet to the west of the Project Site (across Goetz Road and Case Road). However, the vacant land adjacent to the apartments and

closer to the Project Site is zoned for residential use. As such, a distance of 50 meters (or approximately 164 feet) is conservatively assumed for the purposes of this analysis.

Construction

The LST analysis for construction is dependent, in part, on the number of acres that would be disturbed during each phase of construction. The disturbed area per day is representative of a piece of equipment making multiple passes over the same land area. Construction activities associated with the Proposed Project would have the potential to generate air emissions and toxic air contaminant emissions. A complete list of off-road equipment assumed for construction activities, hours of operation, and maximum estimated emissions are presented in Appendix B. As previously mentioned, the local air quality emissions from construction were analyzed using the South Coast AQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in the LST Methodology prepared by the South Coast AQMD.

Table 4.2-8, Local Construction Emissions at the Nearest Receptors, shows the on-site emissions from the CalEEMod model for the different construction phases compared to the LST emissions thresholds. The data provided in Table 4.2-8 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction.

Table 4.2-8. Local Construction Emissions at the Nearest Receptors

Activity	On-Site Pollutant Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation	36	32.9	9.27	5.41
Grading	34.3	30.2	5.14	2.77
Building Construction	11.2	13.1	0.5	0.46
Paving	7.12	9.94	0.32	0.29
Architectural Coating	0.86	1.13	0.02	0.02
<i>South Coast AQMD Thresholds</i>	302	2,178	40	10
Exceed Threshold?	No	No	No	No

Source: Appendix B.

Notes:

Nearest receptor assumed to be area zoned for residentially use approximately 160 feet northwest of the Project Site (across Goetz Road and Case Road)

CO = carbon monoxide; NO_x = oxides of nitrogen; PM₁₀ = particulate matter less than 10 microns in diameter; PM_{2.5} = particulate matter less than 2.5 microns in diameter; SO_x = sulfur oxides; VOC = volatile organic compounds

Operation

Proposed Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, onsite usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the state and federal air quality standards in the Proposed Project's vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. Like construction emissions, local air quality emissions from on-site operations

were analyzed according to the methodology described in the LST Methodology, prepared by the South Coast AQMD.

Table 4.2-9, Local Operational Emissions at the Nearest Receptors, shows the on-site emissions from the CalEEMod that includes natural gas usage, landscape maintenance equipment, and vehicles operating on-site and the calculated emissions thresholds. Per LST methodology, mobile emissions include only on-site sources which equate to approximately 16 percent of the Project-related new mobile sources. The data provided in Table 4.2-9 shows that the on-going Proposed Project operations would not exceed South Coast AQMD local operational thresholds of significance. Therefore, the on-going operations of the Proposed Project would not create a significant operations-related impact to local air quality due to on-site emissions.

Table 4.2-9. Local Operational Emissions at the Nearest Receptors

On-Site Emission Source	On-Site Pollutant Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Area Sources	0.32	37.7	0.07	0.05
Energy Usage	4.45	3.74	0.34	0.34
Vehicle Emissions	5.68	15.89	4.14	1.12
Emergency Fire Pump Testing (two pumps, 30 minutes per week)	3.24	1.85	<1	<1
Total Emissions	13.69	59.18	4.55	1.51
South Coast AQMD Thresholds	302	2,178	10	3
Exceed Threshold?	No	No	No	No

Source: Appendix B.

Notes: Nearest receptor assumed to be area zoned for residentially use approximately 160 feet northwest of the Project Site (across Goetz Road and Case Road)

CO = carbon monoxide; NO_x = oxides of nitrogen; PM₁₀ = particulate matter less than 10 microns in diameter; PM_{2.5} = particulate matter less than 2.5 microns in diameter

Carbon Monoxide Hotspots

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with Proposed Project CO levels to the state and federal CO standards outlined above.

To determine if the Proposed Project could cause emission levels in excess of the CO standards discussed above, a sensitivity analysis is typically conducted to determine the potential for CO “hotspots” at a number of intersections in the general Project vicinity. Because of reduced speeds and vehicle queuing, “hotspots” potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The analysis prepared for CO attainment in the South Coast Air Basin by the South Coast AQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak CO concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The 1992 CO Plan hot spot analysis is considered conservative and appropriately utilized for this EIR due to the high traffic volume modeled and the older date of the study. The analysis is conservative because CO emissions from similar traffic volumes have decreased since preparation of the analysis due to increased emissions standards. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which had a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour (MTA 2004).

According to the Traffic Impact Analysis (Appendix J), under future (year 2025) conditions with regional growth at cumulative projects, eight (8) intersections would operate at a LOS E or F:

- Goetz Rd. & Ellis Av. (LOS F – A.M. and P.M. Peak Hours)
- Goetz Rd. & Mountain Av./Driveway 2 (LOS F – A.M. Peak Hour)
- Case Rd. & Ellis Av. (LOS F – A.M. and P.M. Peak Hours)
- Redlands Av. & 4th St. (LOS E - A.M. Peak Hour, LOS F - P.M. Peak Hours)
- Redlands Av. & Ellis Av. (LOS E – A.M. Peak Hour)
- Murrieta Rd. & Case Rd. (LOS F – A.M. and P.M. Peak Hours)
- Case Rd. & Mapes Rd. (LOS F – A.M. and P.M. Peak Hours)
- I-215 SB Ramps/SR-74 & Bonnie Dr. (LOS E - A.M. Peak Hour, LOS F - P.M. Peak Hours)

Construction and operation of the Proposed Project would not result in any additional delay at the intersections of Goetz Road/Ellis Avenue, Goetz Road/Mountain Av./Driveway 2, Murrieta Road/Case Road, or Case Road/Mapes Road. Therefore, the Proposed Project would not contribute to a potential CO hotspot at these intersections. The Proposed Project would have the potential to

increase delay at the remaining four intersections. However, the 1992 CO Plan showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. With Project implementation, none of the remaining intersections would have an average daily traffic volume that exceeds 100,000 trips per day (refer to Appendix J, Exhibit 6-3, EAPC [2025] Traffic Volumes [Actual Vehicles]). Therefore, as the intersection volume falls far short of 100,000 vehicles per day, no CO “hotspot” modeling was required. The Proposed Project would not cause any additional roadway segments to operate at a LOS E or F. Therefore, no significant long-term air quality impact is anticipated to local air quality with the on-going operation of the Proposed Project.

Toxic Air Contaminants

Construction

The greatest potential for toxic air contaminant emissions during construction would be related to diesel particulate matter emissions associated with heavy equipment operations during construction of the Proposed Project. As described above for operational health risk methodology, health effects to residents from toxic air contaminants are generally described in terms of risk based on a 30-year exposure. Given the temporary and short-term construction schedule (approximately two years), the Proposed Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of Proposed Project construction. Furthermore, construction-based PM emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds.

Operation

Following construction, the Proposed Project would be a truck-serving use that would result in diesel particulate matter emissions in the Project area from diesel truck exhaust. As such, potential cancer and non-cancer hazard risk has been calculated for Project operation at nearby receptors, based on the methodology described in Section 4.2.2, Thresholds of Significance. Detailed emissions factor assumptions, risk calculations, and AERMOD modeling output are provided in Appendix B. Figure 4.2-1, Modeled Emissions Sources, provides the location of the modeled emissions sources. Figure 4.2-2, Receptor Locations, provides the location of the modeled receptors. As described above, grid receptors were also modeled within a 1,000-meter radius of the Project Site, and a point of maximum impact is also identified.

As previously described, cancer risk for residential receptors and the point of maximum impact assumes a 30.25-year exposure beginning at the third trimester. Cancer risks for the school assumes a 9-year exposure, and a 25-year exposure is assumed for worker receptors. Table 4.2-10, Calculated Cancer and Non-Cancer Risk from Construction, summarizes the cancer and non-cancer risk at the discrete receptors and the point of maximum impact. As shown in Table 4.2-10, the potential cancer risk attributable to the Proposed Project would not exceed the 10 in 1 million threshold at any discrete receptor, or the point of maximum impact, located within the Site 2 property line. Project operation would also not exceed a

health hazard index of 1.0 at the point of maximum impact or any discrete receptor. Therefore, the potential cancer and chronic non-cancer risk from Project operation would be less than significant.

Table 4.2-10. Calculated Cancer and Non-Cancer Risk from Operation

Receptor	UTM Coordinates	Annual DPM Concentration ($\mu\text{g}/\text{m}^3$)	Cancer Risk	Exceeds Threshold?	Chronic Non-Cancer Risk	Exceeds Threshold?
1. Hunt Club Apartments (1355 S Perris Blvd)	479195.68, 3736960.16	0.00090	0.61366	No	0.00018	No
2. Perris Park Apartments (1450 S Perris Blvd)	479046.80, 3736963.79	0.00055	0.37501	No	0.00011	No
3. Perris Lake High School (418 W Ellis Avenue)	478478.49, 3736969.24	0.00018	0.02806	No	0.00004	No
4. Pacific Restoration Group (325 E Ellis Avenue)	479834.81, 3736874.82	0.00319	0.19742	No	0.00064	No
5. Iglesia de Dios de la Profecía (350 E Ellis Avenue)	479751.29, 3736947.45	0.00262	0.16215	No	0.00052	No
6. Certified Signs (1800 Goetz Road)	479275.68, 3736516.17	0.00182	0.11264	No	0.00036	No
7. Skydive Perris (2091 Goetz Road)	479436.54, 3735925.58	0.00138	0.08541	No	0.00028	No
Point of Maximum Impact	479845.89, 3736735.83	0.00966	6.58661	No	0.00193	No

Source: Appendix B.

Notes: DPM = diesel particulate matter; UTM = Universal Transverse Mercator

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, the California Supreme Court held that an Environmental Impact Report's (EIR) air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts or meaningfully explain why that analysis cannot be provided.

Most local agencies, including the City of Perris, lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally-specific thresholds of significance based on potential health impacts from an individual development project. The use of national or "generic" data to fill the gap of missing local data would not yield accurate results because such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in causing asthma), existing scientific tools cannot accurately estimate health impacts of the Proposed Project's air emissions without undue speculation. Instead,

readers are directed to the Proposed Project's air quality impact analysis above, which provides extensive information concerning the quantifiable and non-quantifiable health risks related to the Proposed Project's construction and long-term operation.

Notwithstanding the above, this air quality analysis does evaluate the Proposed Project's localized impact to air quality for emissions of CO, NO_x, PM₁₀, and PM_{2.5} by comparing the Proposed Project's on-site emissions to the South Coast AQMD's applicable LST thresholds. The LST analysis above determined that the Proposed Project would not result in emissions exceeding South Coast AQMD's LSTs. Therefore, the Proposed Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO₂, PM₁₀, and PM_{2.5}.

As the Proposed Project's emissions would comply with federal, state, and local air quality standards, the Proposed Project's emissions are not sufficiently high enough to warrant use of a regional modeling program to correlate health effects on a basin-wide level and would not provide a reliable indicator of health effects if modeled.

Significance of Impact

Less than significant.

4.2.4.4 Threshold AQ-4: Odors

Impact Analysis

Land uses generally associated with odor complaints include: agricultural uses (livestock and farming); wastewater treatment plants; food processing plants; chemical plants; composting operations; refineries; landfills; dairies; and fiberglass molding facilities. The Proposed Project does not propose or require any additional land uses typically associated with emitting objectionable odors. Potential odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the Proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and are thus considered less than significant. It is expected that Proposed Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The Proposed Project would also be required to comply with South Coast AQMD Rule 402 to prevent occurrences of public nuisances. Therefore, potential odors associated with the Proposed Project construction and operations would be less than significant and no mitigation is required.

Significance of Impact

Less than significant.

4.2.5 Cumulative Impacts

The following sections address various potential cumulative impacts relating to air quality that could result from implementation of the project.

4.2.5.1 Cumulative Threshold AQ-1: Consistency with Applicable Air Quality Plan

The AQMP is a cumulative plan for achieving ambient air quality standards in the South Coast Air Basin. As previously discussed, CARB designates the South Coast Air Basin as nonattainment for ozone, PM₁₀, and PM_{2.5} under California ambient air quality standards while the EPA designates the South Coast Air Basin as nonattainment for ozone and PM_{2.5} under the national ambient air quality standards. The AQMP is based on growth projections provided by SCAG. If projects are determined to be consistent with zoning/land use designations for the site, then cumulative projects would not have a cumulative impact. As indicated under the analysis of Threshold AQ-1, implementation of the Proposed Project may result in violation of regional and local significance thresholds for VOC. However, following implementation of mitigation measure MM AQ-1, VOC emissions would be reduced and would be compliant with air quality significance thresholds. The Proposed Project would then not result in a conflict with the South Coast AQMD 2022 AQMP and impacts would be reduced to less-than-significant levels. As such, with mitigation, construction of the Proposed Project would not result in a cumulatively considerable contribution to regional air quality impacts. The Proposed Project is consistent with existing zoning and land use designations for the Project Site. Therefore, the Proposed Project would be consistent with applicable air quality plans and would not result in a cumulatively considerable contribution to regional air quality impacts.

4.2.5.2 Cumulative Threshold AQ-2: Cumulative Increase in Criteria Pollutant Emissions

As indicated under the analysis for Threshold AQ-2, construction-source air pollutant emissions may result in exceedances of regional thresholds for VOC. However, following implementation of mitigation measure MM AQ-1, VOC emissions would be reduced to less-than-significant levels. Thus, the Proposed Project's emissions during construction would be less-than-cumulatively considerable with mitigation. Following construction, operation of the Proposed Project would be below the South Coast AQMD thresholds of significance and would not result in a cumulatively considerable impact. Therefore, with mitigation, the Proposed Project's localized emissions during construction and operation would not be cumulatively considerable.

4.2.5.3 Cumulative Threshold AQ-3: Sensitive Receptors

Active cumulative projects within a 1-mile radius of the Project Site are listed in Table 4.0-1 in Chapter 4.0, Environmental Analysis. The types of projects listed include housing, commercial/retail and hotel, business parks, gas stations, industrial, warehouse, and food establishment projects. These projects are at various stages of development and require individual analysis to determine air quality impacts to sensitive receptors.

As discussed under Threshold AQ-3, the Project would not result in localized impacts during construction or operation. Therefore, it is unlikely that Proposed Project onsite emissions would combine with emissions from a cumulative project to create a hotspot for any pollutant. Additionally, the CO hotspot analysis included traffic generated by cumulative projects. The Proposed Project would not result in any increase in delay at any intersection projected to operate at LOS E or F under future cumulative conditions. Accordingly, construction and long-term operation of the Proposed Project would not expose nearby sensitive receptors to substantial localized pollutant concentrations, and a cumulatively considerable impact would not occur.

4.2.5.4 Cumulative Threshold AQ-4: Odors

Impacts relative to objectionable odors are limited to the area immediately surrounding the odor source and are not cumulative in nature because the air emissions that cause odors disperse beyond the sources of the odor. As the emissions disperse, the odor becomes decreasingly detectable. Construction of cumulative projects would have the potential to occur simultaneously with the Project. Construction-related odors would include construction equipment exhaust and the application of asphalt and architectural coatings. However, generator of odors in any one area would be temporary, short-term, and intermittent in nature, and odors from multiple construction sites would be unlikely to combine to contribute to any cumulatively considerable odor impacts in the local area. Similar to the Proposed Project, the types of projects anticipated in Table 4.0-1 do not include typical sources of odor complaints. Cumulative projects would also be subject to City ordinances to limit nuisance odors, such as from waste disposal. Thus, Proposed Project-related odor impacts in combination with other cumulative projects would be less-than-cumulatively considerable.

4.2.6 Level of Significance Before Mitigation

4.2.6.1 Threshold AQ-1: Consistency with Applicable Air Quality Plan

Potentially Significant: The Proposed Project may result in violation of regional and local significance thresholds for VOC emissions during construction.

4.2.6.2 Threshold AQ-2: Cumulative Increase in Criteria Pollutant Emissions

Potentially Significant: The Proposed Project may result in a cumulatively considerable net increase of criteria pollutants for which the South Coast Air Basin is in non-attainment under an

applicable federal or state ambient air quality standard. Specifically, without mitigation, the Proposed Project could increase emissions of VOCs above the South Coast AQMD thresholds of significance.

4.2.6.3 Threshold AQ-3: Sensitive Receptors

Less Than Significant: The Proposed Project would not expose sensitive receptors to substantial pollutant concentrations related to CO hotspots, or from on-site construction of operation emissions.

4.2.6.4 Threshold AQ-4: Odors

Less than Significant: The Proposed Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

4.2.7 Mitigation Measures

MM AQ-1: Criteria Pollutant Emissions – Architectural Coatings. Prior to Issuance of a Building Permit, the Applicant shall submit specifications to the City of Perris’ Building Division for review and approval that demonstrate that VOC emissions associated with architectural coatings shall be reduced through the use of “Super-Compliant” VOC coatings and paints (as defined in South Coast AQMD Rule 1113), or pre-coated materials such as bathroom stall dividers, and metal awnings. Construction specifications shall be included in building specifications.

4.2.8 Level of Significance After Mitigation

4.2.8.1 Threshold AQ-1 Consistency with Applicable Air Quality Plan

Table 4.2-11, Mitigated Construction-Related Regional Pollutant Emissions (pounds per day), summarizes maximum daily construction emissions with implementation of mitigation measure MM AQ-1. As shown in Table 4.2-11, there would be no violations of regional and local significance thresholds regarding VOC emissions from Proposed Project construction. Impacts would be reduced to less than significant levels. No significant and unavoidable impacts would occur.

4.2.8.2 Threshold AQ-2: Cumulative Increase in Criteria Pollutant Emissions

With implementation of mitigation measure MM AQ-1, potential impacts to air quality regarding VOC emissions from construction of the Proposed Project would be reduced to less than significant levels. No significant and unavoidable impacts would occur.

**Table 4.2-11. Mitigated Construction-Related Regional Pollutant Emissions
(pounds per day)**

Activity	VOC³	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Maximum Daily Emissions ^{1,2}	36.7	86.4	43.9	<1	17.6	6.87
<i>South Coast AQMD Thresholds</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Significant?	No	No	No	No	No	No

Source: Appendix B.

Notes: CO = carbon monoxide; NO_x = oxides of nitrogen; PM₁₀ = particulate matter less than 10 microns in diameter; PM_{2.5} = particulate matter less than 2.5 microns in diameter; SO_x = sulfur oxides; VOC = volatile organic compounds

¹ = Includes on-site and off-site emissions. On-site grading PM₁₀ and PM_{2.5} emissions show compliance with South Coast AQMD Rule 403 for fugitive dust.

² = Construction, painting and paving phases may overlap.

³ = South Coast AQMD Rule 1113 "Super-Compliant" standard limits architectural coatings for buildings to 10 g/L VOC.

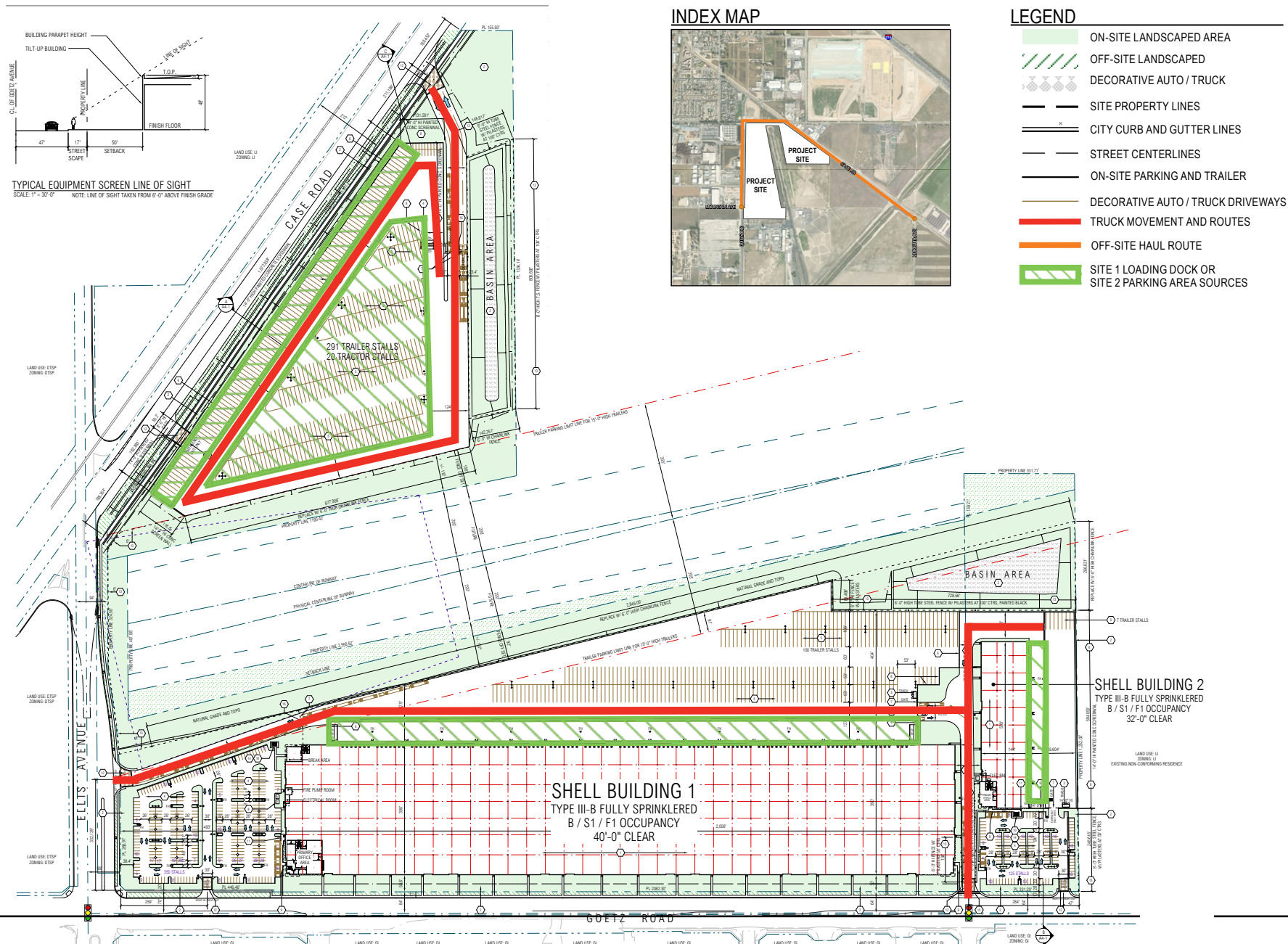
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Figure 4.2-1

Perris Valley Industrial Project

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Source: Maxar Imagery 2022.



Harris & Associates



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Figure 4.2-2
Receptor Locations
Perris Valley Industrial Project

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4.3 Biological Resources

This section evaluates the potential for impacts on biological resources resulting from implementation of the Perris Airport Logistics Center Project (Proposed Project or Project). Information presented in this section is primarily based on the following documents:

- Biological Resources Technical Report prepared by Cadre Environmental (2023) and included in Appendix D.1 of this EIR
- Delineation of Wetlands, Waterways and Western Riverside County Multiple Species Habitat Conservation Plan Riparian/Riverine Resources prepared by Noreas Inc. (2021) and included in Appendix D.2 of this EIR
- Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Focused Burrowing Owl Surveys for the 87.68-Acre (10.98-Acre Off-Site Impact Area) prepared by Cadre Environmental (2024) and included in Appendix D.3 of this EIR
- Western Riverside County MSHCP Sensitive Plant Surveys for the 87.68-Acre (10.98-Acre Off-Site Impact Area) prepared by Cadre Environmental (2024) and included in Appendix D.4 of this EIR

4.3.1 Environmental Setting

4.3.1.1 Regulatory Setting

This section describes the federal, state, regional, and local regulatory framework adopted to address biological resources.

Federal

Federal Clean Water Act (U.S. Code, Title 33, Sections 1251–1376)

The federal Clean Water Act provides guidance for the restoration and maintenance of the chemical, physical, and biological integrity of the nation's waters. Section 401 requires a project proponent to obtain a federal license or permit that allows activities resulting in a discharge to waters of the United States to obtain state certification, thereby ensuring that the discharge will comply with provisions of the Clean Water Act. The State Water Resources Control Board (SWRCB) administers the certification program in California. Section 402 establishes a permitting system for the discharge of any pollutant (except dredged or fill material) into waters of the United States. Section 404 establishes a permit program administered by the U.S. Army Corps of Engineers (Army Corps) that regulates the discharge of dredged or fill material into waters of the United States, including wetlands.

Federal Endangered Species Act (U.S. Code, Title 16, Sections 1531–1543)

The federal Endangered Species Act and its subsequent amendments provide guidance for the conservation of endangered and threatened species and the ecosystems on which they depend. In addition, the Endangered Species Act defines species as “threatened” or “endangered” and provides regulatory protection for listed species. The Endangered Species Act also provides a program for the conservation and recovery of threatened and endangered species and the conservation of designated critical habitat that the U.S. Fish and Wildlife Service determines to be required for the survival and recovery of these listed species.

Migratory Bird Treaty Act (U.S. Code, Title 16, Sections 703–712)

All migratory bird species that are native to the United States or its territories are protected under the federal Migratory Bird Treaty Act, as amended under the Migratory Bird Treaty Reform Act of 2004 (Senate Bill [SB] 2547). The Migratory Bird Treaty Act is generally protective of migratory birds but does not actually stipulate the type of protection required. In common practice, the Migratory Bird Treaty Act is now used to place restrictions on disturbance of active bird nests during the nesting season (generally February 1 to August 31 although the nesting season may be extended due to weather or drought conditions). In addition, the Fish and Wildlife Service commonly places restrictions on disturbances allowed near active raptor nests.

Wetlands and Other Waters of the United States

Aquatic resources, including riparian areas, wetlands, and certain aquatic vegetation communities, are considered sensitive biological resources and can fall under the jurisdiction of several regulatory agencies. In accordance with the Navigable Waters Protection Rule, effective June 22, 2020, the Army Corps exerts jurisdiction over waters of the United States, including the territorial seas and traditional navigable waters; perennial and intermittent tributaries that contribute surface water flow to such waters; certain lakes, ponds, and impoundments of jurisdictional waters; and wetlands adjacent to other jurisdictional waters (33 CFR Part 328; 40 CFR Parts 110, 112, 116, 117, 120, 122, 230, 300, 302, and 401).

Since 1972, the Army Corps and U.S. Environmental Protection Agency (EPA) have jointly regulated the filling of waters of the United States, including wetlands, pursuant to Section 404 of the Clean Water Act. The Army Corps has regulatory authority over the discharge of dredged or fill material into the waters of the United States under Section 404 of the Clean Water Act. The Army Corps and EPA define “fill material” to include any “material placed in waters of the United States where the material has the effect of: (i) replacing any portion of a water of the United States with dry land; or (ii) changing the bottom elevation of any portion of the waters of the United States.” Examples include, but are not limited to, the placement of sand, rock, clay, construction debris, wood chips and “materials used to create any structure or infrastructure in the waters of the United States.”

In April of 2020, the Army Corps and the EPA provided a new definition for waters of the United States [Federal Register, Vol. 85, No. 77 (April 21, 2020)] which encompass:

- The territorial seas and traditional navigable waters;
- Perennial and intermittent tributaries that contribute surface water flow to such waters;
- Certain lakes, ponds, and impoundments of jurisdictional waters; and
- Wetlands adjacent to other jurisdictional waters.

Additionally, the new definition identifies 12 categories of those waters and features that are excluded from the definition of “waters of the United State, such as features that only contain water in direct response to rainfall (e.g., ephemeral features), groundwater, many ditches, prior converted cropland, and waste treatment systems. The final rule excludes from the definition of “waters of the United States” all waters or features not mentioned above. In addition to this general exclusion, the final rule specifically clarifies that waters of the United States do not include the following:

- Groundwater, including groundwater drained through subsurface drainage systems;
- Ephemeral features that flow only indirect response to precipitation, including ephemeral streams, swales, gullies, rills, and pools;
- Diffuse stormwater runoff and directional sheet flow over upland;
- Ditches that are not traditional navigable waters, tributaries, or that are not constructed in adjacent wetlands, subject to certain limitations;
- Prior converted cropland;
- Artificially irrigated areas that would revert to upland if artificial irrigation ceases;
- Artificial lakes and ponds that are not jurisdictional impoundments and that are constructed or excavated in upland or non-jurisdictional waters;
- Water-filled depressions constructed or excavated in upland or in non-jurisdictional waters incidental to mining or construction activity, and pits excavated in upland or in non-jurisdictional waters for the purpose of obtaining fill, sand, or gravel;
- Stormwater control features constructed or excavated in upland or in non-jurisdictional waters to convey, treat, infiltrate, or store stormwater runoff;
- Groundwater recharge, water reuse, and wastewater recycling structures constructed or excavated in upland or in non-jurisdictional waters; and
- Waste treatment systems.

State

California Endangered Species Act (California Fish and Game Code, Section 2050 et seq.)

The California Endangered Species Act establishes the policy of the state to conserve, protect, restore, and enhance threatened or endangered species and their habitats. The California Endangered Species Act mandates that state agencies should not approve projects that would

jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. There are no state agency consultation procedures under the California Endangered Species Act. For projects that would affect a listed species under both the California Endangered Species Act and the federal Endangered Species Act, compliance with the federal Endangered Species Act would satisfy the California Endangered Species Act if the California Department of Fish and Wildlife (CDFW – formerly the California Department of Fish and Game) determines that the federal incidental take authorization is consistent with the California Endangered Species Act under California Fish and Game Code Section 2080.1. For projects that would result in take of a species only listed under the California Endangered Species Act, the Project Proponent/Developer must apply for a take permit under Section 2081(b).

California Environmental Quality Act Guidelines, Section 15380(b)

Although threatened and endangered species are protected by specific federal and state statutes, the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) Section 15380(b), provides that a species not listed on the federal or state list of protected species may be considered rare or endangered if the species can be shown to meet certain specified criteria. These criteria have been modeled after the rare or endangered species definition in the Endangered Species Act and Sections 2050 through 2059.26 of the California Fish and Game Code dealing with rare or endangered plants and wildlife. This section was included in the California Environmental Quality Act (CEQA) primarily to deal with situations in which a public agency is reviewing a project that may have a significant effect on, for example, a candidate species that has not been listed by either the Fish and Wildlife Service or the CDFW. Thus, CEQA provides an agency with the ability to protect a species from the potential impacts of a project until the respective government agencies have an opportunity to designate the species as protected, if warranted. CEQA also calls for the protection of other locally or regionally significant resources, including natural communities. Although natural communities do not currently have legal protection of any kind, CEQA calls for an assessment of if any such resources would be affected and requires findings of significance if there would be substantial losses. Natural communities listed as sensitive by the California Natural Diversity Database are considered by the CDFW to be significant resources and fall under the CEQA Guidelines to address impacts. Local planning documents, such as General Plans, often identify these resources as well.

California Fish and Game Code, Section 1602

Under this section of the California Fish and Game Code, the Project Proponent/Developer is required to notify the CDFW before the start of any project that would divert, obstruct, or change the natural flow, bed, channel, or bank of any river, stream, or lake. Pursuant to the California Fish and Game Code, a “stream” is defined as a body of water that flows at least periodically, or intermittently, through a bed or channel that has banks and supports fish or other aquatic life. Based

on this definition, a watercourse with surface or subsurface flows that supports or has supported riparian vegetation is a stream and is subject to CDFW jurisdiction. Altered or artificial watercourses valuable to fish and wildlife are subject to CDFW jurisdiction. The CDFW also has jurisdiction over dry washes that carry water during storm events.

Preliminary notification and project review generally occur during the environmental process. When an existing fish or wildlife resource may be substantially adversely affected, the CDFW is required to propose reasonable project changes to protect the resource. These modifications are formalized in a Streambed Alteration Agreement, which becomes part of the plans, specifications, and bid documents for the approved project.

California Fish and Game Code, Sections 2080 and 2081

Section 2080 of the California Fish and Game Code states that “no person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the Commission [California Fish and Game Commission] determines to be an endangered species or threatened species, or attempt any of those acts, except as otherwise provided in this chapter, or the Native Plant Protection Act, or the California Desert Native Plants Act.” Pursuant to Section 2081 of the California Fish and Game Code, the CDFW may authorize individuals or public agencies to import, export, take, or possess state-listed endangered, threatened, or candidate species. These otherwise prohibited acts may be authorized through permits or Memoranda of Understanding if the take is incidental to an otherwise lawful activity, the impacts of the authorized take are minimized and fully mitigated, the permit is consistent with any regulations adopted pursuant to any recovery plan for the species, and the approved project operator ensures adequate funding to implement the measures required by the CDFW.

California Fish and Game Code, Sections 3503, 3503.5, 3513, and 3800

Section 3503 of the California Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 specifically states that it is unlawful to take, possess, or destroy any raptor (i.e., species in the orders Falconiformes and Strigiformes), including nests or eggs. Typical violations of the California Fish and Game Code include destruction of active nests (i.e., nests with eggs or fledglings) resulting from removal of vegetation in which the nests are located. This statute does not provide for the issuance of any type of incidental take permit.

Section 3513 of the California Fish and Game Code upholds the Migratory Bird Treaty Act by prohibiting any take or possession of birds that are designated by the Migratory Bird Treaty Act as migratory nongame birds except as allowed by federal rules and regulations promulgated pursuant to the Migratory Bird Treaty Act.

Section 3800 of the California Fish and Game Code affords protection to nongame birds, which are birds occurring naturally in California that are not resident game birds, migratory game birds, or fully protected birds.

California Fish and Game Code, Sections 3511, 4700, 5050, and 5515

California fully protected species are described in Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code. These statutes prohibit take or possession of fully protected species. The CDFW is unable to authorize incidental take of fully protected species when activities are proposed in areas inhabited by those species.

Natural Communities Conservation Planning Act (California Fish and Game Code, Section 2800)

The Natural Communities Conservation Planning program is a cooperative effort to protect habitats and species. It began under the state's Natural Communities Conservation Planning Act of 1991 and is broader in its orientation and objectives than the California Endangered Species Act or the federal Endangered Species Act. These laws are designed to identify and protect individual species that have already declined significantly in number. The primary objective of the Natural Communities Conservation Planning program is to conserve natural communities at the ecosystem level while accommodating compatible land use. The program seeks to anticipate and prevent the controversies and gridlock caused by species' listings by focusing on the long-term stability of wildlife and plant communities and including key interests in the process.

This voluntary program allows the state to enter into planning agreements with landowners, local governments, and other stakeholders to prepare plans that identify the most important areas for a threatened or endangered species and the areas that may be less important. These Natural Communities Conservation Planning plans may become the basis for a state permit to take threatened and endangered species in exchange for conserving their habitat. The CDFW and Fish and Wildlife Service worked to combine the Natural Communities Conservation Planning program with the federal Habitat Conservation Plan process to provide take permits for state and federally listed species. Under the Natural Communities Conservation Planning Act, local governments can take the lead in developing these Natural Communities Conservation Planning plans and become the recipients of state and federal take permits.

Native Plant Protection Act (California Fish and Game Code, Sections 1900–1913)

California's Native Plant Protection Act requires state agencies to use their authority to carry out programs to conserve endangered and rare native plants. Provisions of the act prohibit the take of listed plants from the wild and require notification to the CDFW at least 10 days in advance of any change in land use. This allows the CDFW to salvage listed plant species that would otherwise be destroyed. The Proposed Project Proponent/Developer is required to conduct botanical inventories

and consult with the CDFW during project planning to comply with the provisions of the act and sections of CEQA that apply to rare or endangered plants.

Porter-Cologne Water Quality Control Act (California Water Code, Division 7)

The SWRCB works in coordination with the nine Regional Water Quality Control Boards (RWQCBs) to preserve, protect, enhance, and restore water quality. Each RWQCB makes decisions related to water quality for its region and may approve, with or without conditions, or deny projects that could affect waters of the state. Their authority comes from the Clean Water Act and the state's Porter-Cologne Water Quality Control Act (Porter-Cologne Act). The Porter-Cologne Act broadly defines "waters of the state" as "any surface water or groundwater, including saline waters, within the boundaries of the state" (California Water Code, Section 13050[e]).

Under the Porter-Cologne Act, the SWRCB and the nine RWQCBs also have the responsibility of granting Clean Water Act National Pollutant Discharge Elimination System permits and waste discharge requirements for point-source and nonpoint-source discharges to waters. These regulations limit impacts on aquatic and riparian habitats from a variety of urban sources.

Regional

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County MSHCP serves as a comprehensive multi-jurisdictional habitat conservation plan, pursuant to Section (a)(1)(B) of the federal Endangered Species Act as well as a Natural Communities Conservation Planning plan under the state Natural Communities Conservation Planning Act of 2001.

The Western Riverside County MSHCP was adopted on June 17, 2003, and an Implementing Agreement was executed between the federal and state wildlife agencies and participating entities. The MSHCP is a comprehensive habitat conservation planning program for western Riverside County. The intent of the MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. As such, the MSHCP is intended to streamline review of individual projects with respect to the species and habitats addressed in the MSHCP, and to provide for an overall Conservation Area that would be of greater benefit to biological resources than would result from a piecemeal regulatory approach. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and wildlife species, as well as mitigation for impacts to sensitive species pursuant to Section 10(a) of the federal Endangered Species Act.

Through agreements with the Fish and Wildlife Service and the CDFW, the MSHCP designates 146 special-status wildlife and plant species that receive some level of coverage under the plan. Of the 146 "covered species" designated under the MSHCP, most of these species have no additional survey/conservation requirements. In addition, through project participation with the MSHCP, the

MSHCP provides mitigation for project-specific impacts to covered species so that the impacts would be reduced to below a level of significance pursuant to CEQA. Project-specific survey requirements exist for species designated as “covered species not yet adequately conserved.” These include Narrow Endemic Plant Species (MSHCP Volume I, Section 6.1.3), as identified by the narrow endemic plant species survey areas; criteria area plant species (MSHCP Volume I, Section 6.3.2) identified by the criteria area plant species survey areas; animals species (burrowing owl, mammals, amphibians) identified by survey areas (MSHCP Volume I, Section 6.3.2); and species associated with riparian/riverine areas and vernal pool habitats (i.e., least Bell’s vireo, southwestern willow flycatcher, western yellow-billed cuckoo, and three species of listed fairy shrimp) (MSHCP Volume I, Section 6.1.2). An additional 28 species (MSHCP Volume I, Table 9.3) not yet adequately conserved have species-specific objectives in order for the species to become adequately conserved. However, these species do not have project-specific survey requirements.

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

The goal of the MSHCP is to have a total Conservation Area in excess of 500,000 acres, including approximately 347,000 acres on existing Public/Quasi-Public Lands, and approximately 153,000 acres of Additional Reserve Lands targeted within the MSHCP criteria area. The MSHCP is divided into 16 separate Area Plans, each with its own conservation goals and objectives. Within each Area Plan, the criteria area is divided into Subunits, and further divided into Criteria Cells and Cell Groups (a group of criteria cells). Each Cell Group and ungrouped, independent Cell has designated “criteria” for the purpose of targeting additional conservation lands for acquisition. Projects located within the criteria area are subject to the Habitat Evaluation and Acquisition Negotiation Strategy process to determine if lands are targeted for inclusion in the MSHCP Reserve. In addition, all projects located within the criteria area are subject to the Joint Project Review (JPR) process, where the Proposed Project is reviewed by the Regional Conservation Authority (RCA) to determine overall compliance/consistency with the biological requirements of the MSHCP.

Local

The General Plan Conservation Element identifies goals and policies related to biological resources. The goals and policies applicable to the Proposed Project and a discussion of the Proposed Project’s consistency is provided in Table 4.10-2, City of Perris General Plan Consistency Analysis, in Section 4.10, Land Use and Planning, of this EIR.

4.3.1.2 Existing Conditions

The following sections describe the environmental setting for the Proposed Project as it relates to biological resources.

Existing Setting

The 87.68-acre Project Site, including the adjacent 10.98-acre off-site impact area (98.66- acres total) within which the impacts would occur, is composed of Assessor's Parcel Numbers (APNs) 330-090-031, -033, -034, -036, -038, -040, 330-100-031, and rights-of-way. The Project Site is located within United States Geological Survey (USGS) 7.5' Series Perris Quadrangle, Riverside County, Township 5 South, Range 3 West, Section 5. Specifically, the Project Site is located within the northern region of Perris Valley Airport, extending south of Ellis Avenue, east of Goetz Road, and west of Case Road. An off-site impact area extends southeast of the Project Site and is located immediately southwest and adjacent to Case Road.

The Project Site slopes slightly from northwest to southeast with elevations extending from 1,427 feet above mean sea level in the extreme northwest region to 1,413 above mean sea level along the southeast boundary. The Project Site is currently dominated by disturbed/ruderal and ornamental trees. A disturbed agricultural drainage ditch (off-site impact area) extends from the Project Site southeast from the property extending toward the San Jacinto River.

Information below describes the existing environmental setting based on information obtained from the Project-specific Biological Resources Technical Report (Appendix D.1). Specifically, the existing conditions in this section reflect those that were observed during the field surveys of the Project Site. Fieldwork was coordinated throughout the spring and blooming periods, site-specific habitat conditions, and vegetation-soil associations of the target species. Accordingly, eight surveys were conducted on site, including April 29, May 21, June 11, 2019, and March 16, April 22, May 13, June 17, and July 15, 2020, which covered all suitable habitat areas on the Project Site and off-site impact area. Updated focused surveys were conducted throughout the Project Site and off-site impact area on February 15, March 16, April 13, May 16, June 13, 2022, and March 6, April 23, May 20, and June 13, 2024.

Vegetation Communities

Natural community names and hierarchical structure follows the CDFW "List of California Terrestrial Natural Communities" and Holland (1986) classification systems, which have been refined and augmented where appropriate to better characterize the habitat types observed on site when not addressed by the MSHCP classification system.

- **Disturbed/Ruderal.** The majority of the Project Site is dominated by annually disked disturbed/ruderal vegetation. Common dominant species documented within this habitat type include London rocket (*Sisymbrium irio*), stinknet (*Oncosiphon*

piluliferum), cheeseweed (*Malva parviflora*), Russian thistle (*Salsola tragus*), tocalote (*Centaurea melitensis*), redstemmed filaree (*Erodium cicutarium*), white-stemmed filaree (*Erodium moschatum*), prickly lettuce (*Lactuca serriola*), black mustard (*Brassica nigra*), tumbling pigweed (*Amaranthus albus*), nettle-leaved goosefoot (*Chenopodium murale*), hare barley (*Hordeum murinum* subsp. *glaucum*), Italian rye (*Lolium multiflorum*), foxtail chess (*Bromus madritensis*), ripgut grass (*Bromus diandrus*), wild oat (*Avena fatua*), slender wild oat (*Avena barbata*), canary grass (*Phalaris canariensis*), pineapple weed (*Matricaria discoides*), cocklebur (*Xanthium strumarium*), and yellow sweetclover (*Melilotus officinalis*). Less common species include caterpillar phacelia (*Phacelia cicutaria*), alkali weed (*Cressa truxillensis*), slender goldfields (*Lasthenia gracilis*), Boccone's sand spurrey (*Spergularia bocconi*), and salt heliotrope (*Heliotropium curassavicum*).

- **Ornamental Trees.** Several mature ornamental trees were documented on the Project Site along the northern boundary immediately south of Ellis Avenue, including red gum tree (*Eucalyptus camaldulensis*).
- **Agricultural Drainage Ditch.** A disturbed agricultural drainage ditch bisects the off-site impact area and is bordered to the northeast by Case Road (developed) and south by disturbed/ruderal vegetation. Species documented within the agricultural drainage ditch include but are not limited to canary grass, barnyard grass (*Echinochloa crus-galli*) alkali weed, Boccone's sand spurrey, English plantain (*Plantago lanceolata*), common plantain (*Plantago major*), annual sunflower (*Helianthus annuus*), prickly sow thistle (*Sonchus asper* subs. *asper*) saltgrass (*Distichlis spicata*), California burclover (*Medicago polymorpha*), tumbling pigweed, alkali mallow (*Malvella leprosa*), swiss chard (*Beta vulgaris*), mayweed (*Anthemis cotula*), sprawling saltbush (*Atriplex suberecta*), silverscale saltbush (*Atriplex argentea*), bush seepweed (*Suaeda nigra*), short pod mustard (*Hirschfeldia incana*), shepherd's purse (*Capsella bursa-pastoris*), and common fiddleneck (*Amsinckia menziesii*).

General Plant and Wildlife

A disturbed agricultural drainage ditch bisects the off-site impact area and is bordered to the northeast by Case Road (developed) and south by disturbed/ruderal vegetation. Species documented within the agricultural drainage ditch include but are not limited to canary grass, barnyard grass (*Echinochloa crus-galli*) alkali weed, Boccone's sand spurrey, English plantain (*Plantago lanceolata*), common plantain (*Plantago major*), annual sunflower (*Helianthus annuus*), prickly sow thistle (*Sonchus asper* subs. *asper*) saltgrass (*Distichlis spicata*), California burclover (*Medicago polymorpha*), tumbling pigweed, alkali mallow (*Malvella leprosa*), swiss chard (*Beta vulgaris*), mayweed (*Anthemis cotula*), sprawling saltbush (*Atriplex suberecta*), silverscale saltbush (*Atriplex argentea*), bush seepweed (*Suaeda nigra*), short pod mustard

(*Hirschfeldia incana*), shepherd's purse (*Capsella bursa-pastoris*), and common fiddleneck (*Amsinckia menziesii*).

Sensitive Biological Resources

The following discussion describes the plant and wildlife species present, or potentially present within the property boundaries, that have been afforded special recognition by federal, state, or local resource conservation agencies and organizations, principally due to the species' declining or limited population sizes, usually resulting from habitat loss. Also discussed are habitats that are unique, of relatively limited distribution, or of particular value to wildlife. Protected sensitive species are classified by state or federal resource management agencies, or both, as threatened or endangered, under provisions of the California Endangered Species Act and the federal Endangered Species Act. Vulnerable or "at-risk" species that are proposed for listing as threatened or endangered (and thereby for protected status) are categorized administratively as "candidates" by the Fish and Wildlife Service. The CDFW uses various terminology and classifications to describe vulnerable species. There are additional sensitive species classifications applicable in California. These are described below.

Sensitive biological resources are habitats or individual species that have special recognition by federal, state, or local conservation agencies and organizations as endangered, threatened, or rare. The CDFW, Fish and Wildlife Service, and special groups like the California Native Plant Society maintain watch lists of such resources.

Sensitive Habitats

No vegetation communities listed by the CDFW as sensitive were documented within or adjacent to the Project Site.

Sensitive Plants

The Project Site lies partially within a predetermined survey area for six MSHCP narrow endemic sensitive plant species, which includes: Munz's onions (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), many-stemmed dudleya (*Dudleya multicaulis*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*). None of the six MSHCP narrow endemic sensitive plant species were detected during the Project Site surveys and are therefore not expected to occur due to lack of observation.

The Project Site lies partially within a predetermined survey area nine MSHCP criteria area sensitive plant species, which includes: Coulter's goldfields (*Lasthenia glabrata* ssp. *Coulteri*), Davidson's saltscale (*Atriplex serenana* var. *davidsonii*), Little mousetail (*Myosurus minimus* ssp. *Apus*), Mud nama (*Nama stenocarpum*), Parish's brittlebush (*Atriplex parishii*), Round-leaved filaree (*California macrophyllum*), San Jacinto Valley crownscale (*Atriplex coronata* var.

notatior), Smooth tarplant (*Centromadia pungens* ssp. *Laevis*), and Thread-leaved brodiaea (*Brodiaea filifolia*).

One of the nine MSHCP criteria area sensitive plant species (smooth tarplant) was detected during the Project Site surveys. Specifically, a total of approximately 100 smooth tarplant (MSHCP criteria area species) were documented within the eastern region of the Project Site.

One additional California Native Plant Society species, paniculate tarplant (*Deinandra paniculate*) California Rare Plant Ranking 4.2 (approximately 25 plants) was observed outside the Project Site limits. This species would not be affected in connection with construction and operation of the Proposed Project.

No state or federally listed threatened or endangered plant species were detected on site.

Sensitive Wildlife

The Project Site is not located within a predetermined MSHCP survey area for amphibians or mammals. The Project Site is located within a predetermined MSHCP survey area for the burrowing owl (*Athene cunicularia*).

Potential foraging and breeding habitat for four MSHCP covered species was detected on site: Cooper's hawk (*Accipiter cooperii*), California horned lark (*Eremophila alpestris actia*), white-tailed kite (*Elanus leucurus*), and loggerhead shrike (*Lanius ludovicianus*).

No state or federally listed threatened or endangered wildlife species were detected or are expected to occur on site.

Nesting Birds

The Project Site and off-site impact area is located within a predetermined survey area for the burrowing owl. Suitable burrowing owl burrows potentially used for refugia or nesting, including foraging habitat, were documented within and adjacent to the Project Site. However, no burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within or immediately adjacent to the Project Site or off-site impact area during the 2019, 2020, 2022 or 2024 survey efforts.

Wetlands and Waterways

The watersheds encompassing the study area includes the San Jacinto (Hydrologic Unit Codes [HUC 8] 18070202); which drains 1,083,424 acres through a series of washes and creeks that generally flow in a southern direction to the San Jacinto River. The study area does not include hydrologic features that were previously identified by the Fish and Wildlife Service National Wetlands Inventory. The regional climate within the vicinity of the study area consists of warm

and dry summer months with relatively cool and wetter winters. Seasonal rainfall and snow occurs predominantly in the winter and spring months (November–April).

Jurisdictional Resources

As summarized in the following sections, CDFW jurisdiction exceeds Army Corps jurisdiction and any Project mitigation necessary to satisfy the requirements of the CDFW would also satisfy the requirement of the Army Corps and RWQCB. A formal jurisdictional delineation was conducted by Carlson Strategic Land Solutions, Inc. 2022 (Carlson Strategic Land Solutions, Inc. 2022). The delineation determined the boundaries or absence of potential wetland and non-wetland waters of the United States subject to the regulatory jurisdiction of the Army Corps pursuant to Clean Water Act Section 404; wetland and non-wetland waters of the State subject to the regulatory jurisdiction of the RWQCB pursuant to Clean Water Act Section 401 and State Porter-Cologne Water Quality Control Act (Porter-Cologne); streambed and riparian habitat subject to the regulatory jurisdiction of the CDFW pursuant Sections 1600 *et seq.* of the California Fish and Game Code (CDFG Code).

All resources delineated as CDFW jurisdictional features were also defined as Western Riverside County MSHCP Section 6.1.2 resources.

Army Corps/RWQCB Jurisdiction

A total of 0.03 acre on site and 0.09 acre off-site (0.12-acre total) of regulated drainages were documented on the Project Site and are subject to Section 404 under the Army Corps and RWQCB under the Clean Water Act Section 401. Based on field observations, no wetlands were identified or observed on site.

CDFW Jurisdiction

A total of 0.17 acre of on-site and 0.71 acre of off-site (0.88 acre total) regulated drainages were documented on the Project Site and are subject to CDFW jurisdiction in accordance with California Fish and Game Code Section 1600.

MSHCP Riparian/Riverine/Vernal Pool Resources

Potential impacts to CDFW, Army Corps, RWQCB, and MSHCP Section 6.1.2 resources (agricultural drainage ditches) were initially addressed as part of the Perris Logistics Center (PLC) North Project and MSHCP Joint Project Review (JPR) Consistency Determination JPR 09-04-24-01 (Sept 5, 2023). Potential impacts to these resources were also addressed in the Biological Resources Technical Report (Appendix D.1) prepared for the Proposed Project in the event that construction of the PLC North Project was delayed. Construction activities including impacts and improvements to all CDFW, Army Corps, RWQCB, and MSHCP Section 6.1.2 resources associated

with the Proposed Project have been completed or are currently under construction by IDI Logistics for the approved PLC North Project and are no longer applicable to the Proposed Project analysis.

No evidence of vernal pools, seasonal depressions or seasonally inundated road ruts were documented on the Project Site. Vernal pools are depressions in areas where a hard-underground layer prevents rainwater from draining downward into the subsoils. When rain fills the pools in the winter and spring, the water collects and remains in the depressions. In the springtime, the water gradually evaporates away until the pools became completely dry in the summer and fall. Vernal pools tend to have an impermeable layer that results in ponded water. The soil texture (the amount of sand, silt, and clay particles) typically contains higher amounts of fine silts and clays with lower percolation rates. Pools that retain water for a sufficient length of time will develop hydric cells. Hydric cells form when the soil is saturated from flooding for extended periods of time and anaerobic conditions (lacking oxygen or air) develop.

A review of historical aerials was conducted to determine if inundated features were present during years of high rainfall when features would certainly be documented. Historical aerials taken in 2011 represent an ideal baseline during which known (previously documented) inundated vernal pools, seasonal depressions and road ruts can easily be seen. No sign or indication of inundation was documented on the Project Site during a review of historical aerials.

4.3.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact on biological resources if it would:

- **Threshold BIO-1:** Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- **Threshold BIO-2:** Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- **Threshold BIO-3:** 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.
- **Threshold BIO-4:** Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- **Threshold BIO-5:** Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

- **Threshold BIO-6:** Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

4.3.3 Regulatory Implementation

No regulatory implementation conditions are applicable to the Proposed Project.

4.3.4 Environmental Impacts

4.3.4.1 Project Design Features

No project design features are applicable to the Proposed Project.

The following sections address various potential impacts relating to biological resources that could result from implementation of the Proposed Project.

4.3.4.2 Threshold BIO-1: Candidate, Sensitive, or Special-Status Species

Impact Analysis

The following discussion examines the potential impacts to candidate, sensitive, or special-status plant and wildlife species that would occur as a result of Project implementation. Impacts can occur in two forms, direct and indirect. Direct impacts are considered to be those that involve the loss, modification, or disturbance of plant communities, which in turn, directly affect the flora and fauna of those habitats. Direct impacts also include the removal of individual plants or animals, which may also directly affect regional population numbers of a species or result in the physical isolation of populations thereby reducing genetic diversity and population stability. Indirect (or secondary) impacts pertain to those impacts that result in a change to the physical environment, but which is not immediately related to a project.

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

Vegetation Communities

A total of 98.66 acres of vegetation communities would be directly impacted as a result of the Proposed Project. As previously stated, no vegetation communities listed by the CDFW as sensitive were documented within or adjacent to the Project Site. No native or undisturbed vegetation would be impacted as a result of Project implementation.

The Perris Municipal Code also contains provisions for the collection of mitigation fees to further the implementation of the MSHCP (refer to Title 3, Chapter 3.48 of the Perris Municipal Code). The Project Proponent/Developer would be required to contribute a local mitigation fee, which requires a fee payment to assist the City in implementing the MSHCP Reserve system (including the acquisition, management, and long-term maintenance of sensitive habitat areas). With mandatory compliance with standard regulatory requirements (i.e., mitigation fee payment), the Proposed Project would not conflict with any City policies or ordinances related to the mitigation fee program associated with the MSHCP and potential impacts would be less than significant.

Sensitive Plants

The MSHCP has determined that all of the sensitive species potentially occurring on site have been adequately covered (MSHCP Table 2-2, Species Considered for Conservation Under the MSHCP Since 1999). However, additional surveys may be required if suitable habitat is documented on site or if the property is located within a predetermined “survey area” (MSHCP 2004).

None of the six MSHCP narrow endemic sensitive plant species were detected during the Project Site surveys and, therefore, are not expected to occur due to lack of observation. One of the nine MSHCP criteria area sensitive plant species (smooth tarplant) was detected during the Project Site surveys. Specifically, a total of approximately 100 smooth tarplant (MSHCP criteria area species) were documented within the eastern region of the Project Site.

One additional California Native Plant Society species, paniculate tarplant, California Rare Plant Ranking 4.2 (approximately 25 plants), was observed outside the Project Site limits.

No state or federally listed threatened or endangered plant species were detected on site. The limited distribution of approximately 100 MSHCP covered smooth tarplant on site is not expected to have long-term conservation value and no additional mitigation obligations specific to this species is expected. Regardless, as previously indicated, the Project Proponent/Developer would be required to pay MSHCP Local Development Mitigation fees as required by Title 3, Chapter 3.48 of the Perris Municipal Code.

Nesting Birds

The Project Site and off-site impact area occurs completely within a predetermined Survey area for the burrowing owl. Suitable burrowing owl burrows potentially used for refugia or nesting

including foraging habitat were documented within and adjacent to the Project Site. Therefore, focused surveys were conducted on site, including April 29, May 21, June 11, 2019, and March 16, April 22, May 13, June 17, and July 15, 2020, which covered all suitable habitat areas on the Project Site and off-site impact area. Updated focused surveys were conducted throughout the Project Site and off-site impact area on February 15, March 16, April 13, May 16, June 13, 2022, and March 6, April 23, May 20, and June 13, 2024. No burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within or immediately adjacent to the Project Site or off-site impact area during the 2019, 2020, 2022 or 2024 survey efforts. Regardless, at a minimum, a 30-day pre-construction survey would be conducted immediately prior to the initiation of construction to ensure protection for this species and compliance with the conservation goals as required by mitigation measure MM BIO-2.

No suitable habitat (riparian scrub, forest, or woodlands) for the least Bell's vireo, southwestern willow flycatcher, or western yellow-billed cuckoo was detected within or adjacent to the Project Site.

The Project Site includes ornamental vegetation including trees expected to potentially provide nesting habitat for migratory birds protected under the California Fish and Game Code. Measures for potential direct/indirect impacts to common and sensitive bird and raptor species would require compliance with California Fish and Game Code Section 3503. Construction outside the nesting season (generally between September 15 and February 15 but may be extended due to weather and drought conditions) does not require pre-construction nesting bird surveys. However, if construction is proposed during the nesting season, a qualified biologist would conduct a pre-construction nesting bird survey no more than 3 days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent (500 feet) to the Project Site. Loss of an active nest (i.e., a nest occupied by eggs or fledglings) would be considered a potentially significant impact. Potential impacts to potential nesting habitat would be reduced to a less than significant level with the implementation of mitigation measure MM BIO-2, which would require compliance with California Fish and Game Code Section 3503.

Sensitive Wildlife

The MSHCP has determined that all of the sensitive species potentially occurring on site have been adequately covered (MSHCP Table 2-2, Species Considered for Conservation Under the MSHCP Since 1999). However, additional wildlife species surveys may be required if suitable habitat is documented on site or if the property is located within a predetermined "survey area" (MSHCP 2004).

No suitable habitat for Crotch's bumble bee (*Bombus crotchii*) was found on site. The Project Site is dominated by annually disked/ruderal vegetation or areas completely devoid of vegetation. Although less than four individual caterpillar phacelia (*Phacelia cicutaria*) and six California burclover (*Medicago polymorpha*) plants were documented on site, this limited distribution when considered on context to the disturbed site conditions does not provide suitable resources for the species.

No evidence of vernal pools, seasonal depressions or seasonally inundated road ruts were documented on the Project Site. No state or federally listed threatened or endangered wildlife species were detected or are expected to occur on site.

The Project Site is not located within an MSHCP amphibian or mammal species survey area; therefore, no surveys are required (RCA GIS Data Downloads 2022). The Project Site does fall within the Riverside County Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) Fee Assessment Area outlined in the SKR HCP. Therefore, the Project Proponent/Developer would be required to submit the payment of fees pursuant to County Ordinance 663.10 for the SKR HCP Fee Assessment Area as established and implemented by the County of Riverside.

Potential foraging and breeding habitat for four MSHCP covered species was detected on site including Cooper's hawk, California horned lark, white-tailed kite, and loggerhead shrike. Potential impacts to sensitive MSHCP covered species would be reduced to a less than significant level with the implementation of mitigation measures MM BIO-2 and MM BIO-2.

With implementation of mitigation measures MM BIO-1 through MM BIO-2, potential impacts to candidate, sensitive, or special-status species would be reduced to a less than significant level.

Indirect Impacts to Special-Status Biological Resources

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

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

Significance of Impact

Without mitigation, the Proposed Project would have a potentially significant impact.

4.3.4.3 Threshold BIO-2: Riparian Habitat and Other Sensitive Natural Communities

Impact Analysis

Impacts to 0.88 acre of MSHCP Section 6.1.2 Riverine resources (agricultural drainage ditches) were initially addressed as part of the PLC North Project and MSHCP JPR Consistency Determination JPR 09-04-24-01 (Sept 5, 2023). Potential impacts to these resources were also

addressed in the Biological Resources Technical Report (Appendix D.1) prepared for the Proposed Project in the event that construction of the PLC North Project was delayed. Construction activities including impacts and improvements to all MSHCP Section 6.1.2 Riverine resources associated with the Proposed Project have been completed or are currently under construction by IDI Logistics for the approved PLC North Project and are no longer applicable to the Proposed Project analysis. Additionally, the MSHCP JPR Consistency Determination completed for the PLC North Project concluded the less than significant impacts with mitigation that have been included herein. Therefore, a less than significant impact would occur.

Significance of Impact

Less Than Significant Impact.

4.3.4.4 Threshold BIO-3: Wetlands

Impact Analysis

Permanent impacts to 0.12 acre of resources regulated by Section 404 under the Army Corps and Clean Water Act Section 401 under the RWQCB would occur as a result of the Proposed Project. (Cadre Environmental 2022). No temporary impacts to Army Corps/RWQCB resources would result from the Proposed Project.

Impacts to 0.88 acre of MSHCP Section 6.1.2 Riverine resources (agricultural drainage ditches) were initially addressed as part of the PLC North Project and MSHCP JPR Consistency Determination JPR 09-04-24-01 (Sept 5, 2023). Potential impacts to these resources were also addressed in the Biological Resources Technical Report (Appendix D.1) prepared for the Proposed Project in the event that construction of the PLC North Project was delayed. Construction activities including impacts and improvements to all MSHCP Section 6.1.2 Riverine resources associated with the Proposed Project have been completed or are currently under construction by IDI Logistics for the approved PLC North Project and are no longer applicable to the Proposed Project analysis. Additionally, the MSHCP JPR Consistency Determination completed for the PLC North Project concluded the less than significant impacts with mitigation that have been included herein. A less than significant impact to wetlands would occur.

Significance of Impact

Less Than Significant Impact.

4.3.4.5 Threshold BIO-4: Native Resident or Migratory Fish or Wildlife Species

Impact Analysis

The Project Site does not represent a regional wildlife movement corridor and provides no cover, food, natural unrestricted water courses, or habitats that would facilitate regional wildlife

movement on site. Based on the foregoing information, the Proposed Project would result in no impact to any native resident or migratory fish, established wildlife corridor, or native wildlife nursery sites.

The Proposed Project would remove vegetation (i.e., immature trees, shrubs, and ground cover) that has the potential to provide roosting and nesting habitat for birds, including migratory and common raptor species. However, no burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within or immediately adjacent to the Project Site or off-site impact area during the 2019, 2020, or 2022 MSHCP focused survey efforts. Due to the presence of potentially suitable habitat, mitigation measures MM BIO-1 and MM BIO-2 would be implemented. Mitigation measure MM BIO-1 would require a 30-day pre-construction survey to be conducted immediately prior to the initiation of construction to ensure protection for this species and compliance with the conservation goals as outlined in the MSHCP. Mitigation measure MM BIO-2 requires that if nesting birds are present, avoidance of active bird nests in conformance with accepted protocols and regulatory requirements be implemented.

With implementation of the required mitigation, potential direct impacts to nesting birds protected by the federal Migratory Bird Treaty Act would be reduced to a less than significant level.

Significance of Impact

Without mitigation, the Proposed Project would have a potentially significant impact.

4.3.4.6 Threshold BIO-5: Conflict with Tree Preservation Policy or Ordinance

Impact Analysis

The City of Perris recognizes the healthful benefits of trees in the community, and the Perris Municipal Code includes Section 19.71, Urban Forestry (Ordinance 1262). The purpose of this ordinance is to (1) establish and maintain a healthy urban forest in the City of Perris; (2) create an Urban Forestry Board to guide the City in the establishment and care of its urban forest; (3) establish guidelines for the planting, care, and maintenance of trees within the City; (4) ensure the protection of trees during development and redevelopment of properties in the City; (5) avoid conflict between trees and utilities and other public improvements; and (6) identify public hazard and nuisance trees and establish removal procedures. The intent of this ordinance is to establish, maintain, and protect a thriving urban forest to benefit all who live, visit, or work in the City of Perris. Under this ordinance, the Planning Commission is designated as the Urban Forestry Board and is responsible for implementing the City's tree policies and programs, as well as setting the direction and scope of tree-related activities.

Several mature eucalyptus trees are located along the northern Project Site boundary. If removal of mature trees is proposed, a site-specific tree study conducted by a certified arborist will be

required and include information outlined in the City of Perris Urban Forestry Establishment and Care Ordinance (19.71).

The Perris Municipal Code also contains provisions for the collection of mitigation fees to further the implementation of the MSHCP (refer to Title 3, Chapter 3.48 of the Perris Municipal Code). The Project Proponent/Developer would be required to contribute a local mitigation fee, which requires a fee payment to assist the City in implementing the Western Riverside County MSHCP Reserve system (including the acquisition, management, and long-term maintenance of sensitive habitat areas). With mandatory compliance with standard regulatory requirements (i.e., mitigation fee payment), the Proposed Project would not conflict with any City policies or ordinances related to the mitigation fee program associated with the MSHCP, and potential impacts would be less than significant. The City of Perris does not have any additional policies or ordinances in place to protect biological resources that are applicable to the Proposed Project.

Significance of Impact

Less Than Significant Impact.

4.3.4.7 Threshold BIO-6: Conflict with Habitat Conservation Plan

Impact Analysis

Implementation of the Proposed Project would be consistent with all provisions, guidelines and objectives of the MSHCP following payment of MSHCP Local Development Mitigation fees and implementation of Biological Mitigation and Avoidance Measure as required by Title 3, Chapter 3.48 of the Perris Municipal Code.

The following analysis evaluates the Proposed Project's compliance with the MSHCP's Reserve Assembly Requirements and other applicable MSHCP requirements pursuant to the following sections of the MSHCP: Section 6.1.2, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools; Section 6.1.3, Protection of Narrow Endemic Plant Species; Section 6.1.4, Guidelines Pertaining to the Urban/Wildland Interface; and Section 6.3.2, Additional Survey Needs and Procedures.

Project Relation to Reserve Assembly

The Project Site is located within the Western Riverside County MSHCP Mead Valley Area Plan. A 10.04-acre portion of the Project Site (APN 330-100-031) is located within MSHCP Criteria Area Cell 3377, Subunit 4, San Jacinto River Lower, and is completely developed. A 3.74-acre portion of the off-site impact area extends into MSHCP Criteria Area Cell 3276, Subunit 4, San Jacinto River Lower, and the disturbed agricultural drainage ditch located in this region ultimately drains into Proposed Constrained Linkage 19 (San Jacinto River). The Proposed Project would not have any impacts on Proposed Constrained Linkage 19.

The Proposed Project would result in a total of 3.74 acres of permanent impacts within Criteria Cell 3276. All impacts within Criteria Cell 3276 would occur to the existing paved (developed) regions of Case Road, human-made agricultural drainage ditch, and adjacent disturbed/ruderal habitat within the right-of-way (MSHCP covered roads). The Proposed Project would not restrict reserve design objectives or guidelines for Criteria Cell 3276. All impacts within Criteria Cell 3276 would occur within the existing MSHCP 100-foot-wide covered roadways (Case Road) and would not restrict reserve design objectives or guidelines within Criteria Cell 3276.

Impacts to 3.74 acres within Criteria Cell 3276 were initially addressed as part of the PLC North Project and MSHCP JPR 09-04-24-01 Consistency Determination (Sept 5, 2023). Potential impacts to 3.74 acres of Criteria Cell 3276 were also addressed in the analysis for the Proposed Project in the event that construction of the PLC North Project was delayed. Construction activities including impacts and improvements within 3.74 acres of Criteria Cell 3276 have been completed or are currently under construction by IDI Logistics for the approved PLC North Project and are no longer applicable to the Perris Airport Logistics Center project analysis.

The Proposed Project would also result in a total of 10.04 acres of permanent impacts within Criteria Cell 3377. All impacts within Criteria Cell 3377 would occur to the existing developed regions (APN 330-100-031). The Proposed Project would not restrict reserve design objectives or guidelines for Criteria Cell 3377. All impacts within Criteria Cell 3377 would occur within the extreme northwestern region of the Cell where conservation is not proposed and would not restrict reserve design objectives or guidelines within Criteria Cell 3377.

Impacts within Criteria Area Cell 3377 were initially addressed in the MSHCP Joint Project Review (JPR) 08-07-31-01 Consistency Determination (Sept 23rd, 2008) and are no longer applicable to the analysis for the Proposed Project.

Accordingly, the Proposed Project would not conflict with the MSHCP Reserve Assembly requirements, and no impact would occur.

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

The MSHCP requires that an assessment be completed if impacts to riparian/riverine areas and vernal pools could occur from construction in support of the Proposed Project. According to the MSHCP, the documentation for the assessment shall include mapping and a description of the functions and values of the mapped areas with respect to the species listed in Section 6.1.2 of the MSHCP, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools.

Impacts to 0.88 acre of MSHCP Section 6.1.2 Riverine resources (agricultural drainage ditches) were initially addressed as part of the PLC North Project and MSHCP JPR Consistency Determination JPR 09-04-24-01 (Sept 5, 2023). Potential impacts to these resources were also addressed in the Biological Resources Technical Report (Appendix D.1) prepared for the Proposed Project in the

event that construction of the PLC North Project was delayed. Construction activities including impacts and improvements to all MSHCP Section 6.1.2 Riverine resources associated with the Proposed Project have been completed or are currently under construction by IDI Logistics for the approved PLC North Project and are no longer applicable to the Proposed Project analysis.

No evidence of vernal pools, seasonal depressions or seasonally inundated road ruts were documented on the Project Site. Vernal pools are depressions in areas where a hard-underground layer prevents rainwater from draining downward into the subsoils. When rain fills the pools in the winter and spring, the water collects and remains in the depressions. In the springtime, the water gradually evaporates away until the pools became completely dry in the summer and fall. Vernal pools tend to have an impermeable layer that results in ponded water. The soil texture (the amount of sand, silt, and clay particles) typically contains higher amounts of fine silts and clays with lower percolation rates. Pools that retain water for a sufficient length of times will develop hydric cells. Hydric cells form when the soil is saturated from flooding for extended periods of time and anaerobic conditions (lacking oxygen or air) develop.

A review of historical aerials was conducted to determine if inundated features were present during years of high rainfall when features would certainly be documented. Historical aerials taken in 2011 represent an ideal baseline during which no (previously documented) inundated vernal pools, seasonal depressions and road ruts can easily be seen. No sign or indication of inundation was documented on the Project Site during a review of historical aerials. The human-made concrete and earthen agricultural drainage ditch has been classified as an MSHCP Section 6.1.2 riverine resources and does not meet the definition of vernal pool. In summary, none of the conditions (e.g., no inundated depressions including road ruts, historical inundation) were observed or documented on the Project Site permanent impact area. No features are present that would support fairy shrimp.

No suitable habitat (riparian scrub, forest, or woodlands) for the least Bell's vireo, southwestern willow flycatcher, or western yellow-billed cuckoo was detected within or adjacent to the Project Site.

As previously indicated, construction activities including impacts and improvements to all MSHCP Section 6.1.2 Riverine resources associated with the Proposed Project have been completed or are currently under construction by IDI Logistics for the approved PLC North Project and are no longer applicable to the Proposed Project.

Protection of Narrow Endemic Plants

The Project Site lies partially within a predetermined survey area for six MSHCP narrow endemic sensitive plant species, which includes Munz's onions (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), many-stemmed dudleya (*Dudleya multicaulis*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*).

None of the six MSHCP narrow endemic sensitive plant species were detected during the Proposed Project surveys and are, therefore, not expected to occur due to lack of observation. According to MSHCP guidelines, focused surveys are not required for MSHCP narrow endemic plant species when suitable habitat is not present on the Project Site, even when a Project is located within a predetermined MSHCP narrow endemic plant species survey area (MSHCP 2004). Therefore, the Proposed Project would be consistent with Section 6.1.3 of the MSHCP.

Guidelines Pertaining to Urban/Wildland Interface

The MSHCP Urban/Wildlands Interface Guidelines presented in Section 6.1.4 are intended to address indirect effects associated with locating commercial, mixed uses and residential developments in proximity to an MSHCP Conservation Area.

The Project Site is not located within or adjacent to an existing or proposed MSHCP Conservation Area. The Proposed Project would be consistent with MSHCP Section 6.1.4. However, the Proposed Project would implement best management practices to ensure no potential impacts to the downstream drainage (San Jacinto River) and vernal pool habitat located within Criteria Cell 3276 result from the Proposed Project. Therefore, the Proposed Project would be consistent with Section 6.1.4 of the MSHCP.

Invasive Species

The landscape plans for the Proposed Project shall avoid the use of invasive species for the portions of the development areas adjacent to the western blue-line drainage. Invasive plants that should be avoided are included in Table 6-2, Plants That Should Be Avoided Adjacent to the MSHCP Conservation Area, of the MSHCP.

Barriers

The Proposed Project would not include barriers that would directly or indirectly impact Proposed Constrained Linkage 19 (San Jacinto River). Additionally, the Proposed Project would incorporate mitigation measures MM BIO-1 and BIO MM-2, and implement best management practices outlines in Appendix C of the MSHCP as part of the Proposed Project.

Additional Survey Needs and Procedures

According to the MSHCP guidelines, focused surveys are required during the appropriate flowering season to identify and document the presence/absence of target sensitive plant species if suitable habitat is present and if the property is located within a predetermined survey area.

Therefore, focused surveys for MSHCP narrow endemic and criteria area plants on the Project Site were conducted during spring 2019. Dates of the field surveys include April 29, May 21, and June 11, 2019. It should also be noted that four surveys were conducted for burrowing owl on May 17 and 26 and June 7 and 14, 2019, during which time sensitive plants would have been

documented, if present. Focused surveys for the off-site impact area were conducted on March 16, April 22, May 13, June 17, and July 15, 2020. Updated focused surveys were conducted throughout the Project Site and off-site impact area on February 15, March 16, April 13, May 16, and June 13, 2022. As previously indicated, none of the six MSHCP narrow endemic sensitive plant species were detected during the Proposed Project surveys. One of nine MSHCP criteria area sensitive plant species was detected during the Proposed Project surveys. No state or federally listed threatened or endangered plant species were detected on site.

The Project Site does not occur within a predetermined MSHCP survey area for amphibians or mammals. The Project Site occurs completely within a predetermined MSHCP survey area for burrowing owl (RCA GIS Database 2022).

As previously discussed, surveys for burrowing owl have been conducted, and no burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within or immediately adjacent to the Project Site or off-site impact area during the 2019, 2020, 2022 or 2024 survey efforts. As a result, burrowing owls are presumed absent from the Project Site. However, a pre-construction survey for resident burrowing owls would occur within 30 days prior to commencement of grading or construction activities as required by mitigation measure MM BIO-1.

With implementation of mitigation measures MM BIO-1 and MM BIO-2, the Proposed Project would be consistent with the provisions of an adopted habitat conservation plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

Significance of Impact

Without mitigation, the Proposed Project would have a potentially significant impact.

4.3.5 Cumulative Impacts

The following sections address various potential cumulative impacts relating to biological resources that could result from implementation of the Proposed Project.

4.3.5.1 Cumulative Threshold BIO-1: Candidate, Sensitive, or Special-Status Species

As previously discussed, a total of 98.66 acres of vegetation communities would be directly impacted as a result of the Proposed Project. No state or federally listed threatened or endangered plant species were detected on site. No evidence of vernal pools, seasonal depressions, or seasonally inundated road ruts were documented on the Project Site. No state or federally listed threatened or endangered wildlife species were detected or are expected to occur on site. The Project Site does fall within the SKR Fee Area outlined in the SKR HCP. Potential foraging and breeding habitat for four MSHCP covered species was detected on site. The Project Site includes ornamental vegetation including trees expected to potentially provide nesting habitat for migratory

birds protected under the CDFW. With incorporation of mitigation measures MM BIO-1 and MM BIO-2, potential impacts would be less than cumulatively considerable.

4.3.5.2 Cumulative Threshold BIO-2: Riparian Habitat and Other Sensitive Natural Communities

Impacts to 0.88 acre of MSHCP Section 6.1.2 Riverine resources (agricultural drainage ditches) were initially addressed as part of the PLC North Project and MSHCP JPR Consistency Determination JPR 09-04-24-01 (Sept 5, 2023). Potential impacts to these resources were also addressed in the Biological Resources Technical Report (Appendix D.1) prepared for the Proposed Project in the event that construction of the PLC North Project was delayed. Construction activities including impacts and improvements to all MSHCP Section 6.1.2 Riverine resources associated with the Proposed Project have been completed or are currently under construction by IDI Logistics for the approved PLC North Project and are no longer applicable to the Proposed Project analysis. Therefore, a less than significant impact would occur. Therefore, the Proposed Project would result in less than significant impacts a riparian habitat and other sensitive natural communities, and impacts would not be cumulatively considerable.

4.3.5.3 Cumulative Threshold BIO-3: Wetlands

Impacts to 0.88 acre of MSHCP Section 6.1.2 Riverine resources (agricultural drainage ditches) were initially addressed as part of the PLC North Project and MSHCP JPR Consistency Determination JPR 09-04-24-01 (Sept 5, 2023). Potential impacts to these resources were also addressed in the Biological Resources Technical Report (Appendix D.1) prepared for the Proposed Project in the event that construction of the PLC North Project was delayed. Construction activities including impacts and improvements to all MSHCP Section 6.1.2 Riverine resources associated with the Proposed Project have been completed or are currently under construction by IDI Logistics for the approved PLC North Project and are no longer applicable to the Proposed Project analysis. Therefore, the Proposed Project would result in less than significant impacts to jurisdictional waters, and impacts would not be cumulatively considerable.

4.3.5.4 Cumulative Threshold BIO-4: Native Resident or Migratory Fish or Wildlife Species

The Proposed Project would remove vegetation that has the potential to support nesting birds protected by federal and state regulations. A wide range of habitat and vegetation types have the potential to support nesting birds; therefore, it is likely that other development projects within the cumulative study area also may impact nesting birds. However, the Proposed Project, like all other development activities in the cumulative study area, would be required to comply with state and federal law to preclude impacts to nesting birds. Additionally, the Project Proponent/Developer would be required to comply with mitigation measure MM BIO-1. The Proposed Project's

potential impact to nesting birds would be cumulatively considerable absent compliance to state and federal regulations and implementation of mitigation.

4.3.5.5 Cumulative Threshold BIO-5: Conflict with Tree Preservation Policy or Ordinance

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

4.3.5.6 Cumulative Threshold BIO-6: Conflict with Habitat Conservation Plan

The Project Site is subject to the MSHCP. As previously discussed with incorporation of mitigation measures MM BIO-1 and MM BIO-2, the Proposed Project would be consistent with the MSHCP and no cumulatively considerable impact would occur.

4.3.6 Level of Significance Before Mitigation

4.3.6.1 Threshold BIO-1: Candidate, Sensitive, or Special-Status Species

The Proposed Project would have the potential to impact species identified as a candidate, sensitive, or special-status species.

4.3.6.2 Threshold BIO-2: Riparian Habitat and Other Sensitive Natural Communities

The Proposed Project would have the potential to cause an adverse effect on a riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFW or Fish and Wildlife Service.

4.3.6.3 Threshold BIO-3: Wetlands

The Proposed Project would not cause a substantial adverse effect on federally protected wetlands (including but not limited to marsh, vernal pool, and coastal).

4.3.6.4 Threshold BIO-4: Native Resident or Migratory Fish or Wildlife Species

The Proposed Project would remove vegetation that has the potential to support nesting birds protected by federal and state regulations. A wide range of habitat and vegetation types have the potential to support nesting birds. With implementation of mitigation measure MM BIO-1, potential impacts would be less than significant.

4.3.6.5 Threshold BIO-5: Conflict with Tree Preservation Policy or Ordinance

The Proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

4.3.6.6 Threshold BIO-6: Conflict with Habitat Conservation Plan

The Proposed Project would have the potential to conflict with the provisions of an adopted habitat conservation plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

4.3.7 Mitigation Measures

MM BIO-1: MSHCP Burrowing Owl 30-Day Pre-Construction Survey. The Project Proponent/Developer shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of initial ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, grading, tree removal, site watering, equipment staging) at the Project Site. The survey shall include the Project Site, off-site disturbance areas, and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit.

In addition, a pre-construction survey for resident burrowing owls shall also be conducted within 3 days prior to commencement initial ground-disturbing activities. If burrowing owls are observed during the Migratory Bird Treaty Act nesting bird survey (mitigation measure MM BIO-2), to be conducted within 3 days of ground disturbance or vegetation clearance, the observation shall be reported to the City of Perris. If ground-disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP.

If burrowing owl are not detected during the pre-construction survey, no further mitigation is required.

If burrowing owl are detected, the City of Perris shall be sent written notification within 3 days of detection of burrowing owls. If active nests (i.e., occupied by eggs or fledglings) are identified during the pre-construction survey, the Project Proponent/Developer shall not commence activities until no sign is present that the burrows are being used by adult or juvenile owls or following CDFW approval of a Burrowing Owl Plan as described below. If owl presence is difficult to determine, the

Project biologist shall monitor the burrows with motion-activated trail cameras for at least 24 hours to evaluate burrow occupancy. The Project biologist and Project Proponent/Developer shall coordinate with the City of Perris Planning Division and the CDFW, to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the City of Perris prior to commencing Project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. If occupied burrows are to be actively relocated, the Burrowing Owl Plan shall include the procedures for such active relocation. Prior to active relocation, the Project Proponent/Developer and the City of Perris shall consult with and obtain approval from the CDFW regarding the active relocation procedures. A final report shall be prepared by the Project biologist documenting the results of compliance with the Burrowing Owl Plan. The report shall be submitted to the City of Perris, and CDFW prior to the start of Project construction activities. The Project biologist shall verify the nesting effort has finished according to methods identified in the Burrowing Owl Plan. When the Project biologist determines that burrowing owls are no longer occupying the Project Site, Project activities may begin.

If burrowing owl are discovered to occupy the Project Site after Project construction activities have started, then construction activities shall be halted immediately. The Project Proponent/Developer shall notify the City of Perris within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented, unless subsequent surveys determine that burrowing owls no longer are present at the Project Site. The City shall be responsible for implementing appropriate avoidance and mitigation measures, including burrow avoidance, passive or active relocation, or other appropriate mitigation measures as identified in the Burrowing Owl Plan.

MM BIO-2: Regulatory Requirement Migratory Bird Treaty Act & CDFW. In order to avoid violation of the Migratory Bird Treaty Act and the CDFG Code Sections 3503, 3503.5, and 3513, site-preparation activities (ground disturbance, construction activities, staging equipment, and removal of trees and vegetation) for the Proposed Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species (generally September 1st to February 14th

for songbirds; September 1 to January 14 for raptors, although the nesting season may be extended due to weather and drought conditions).

If site-preparation activities are proposed during the nesting/breeding season, the Project Proponent/Developer shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Proposed Project to determine if active nests of species protected by the Migratory Bird Treaty Act or the California Fish and Game Code are present in the construction zone. The nest surveys shall include the Project Site and adjacent areas where Project activities have the potential to cause nest failure. The survey results shall be provided to the City's Planning Division. The Project Proponent/Developer shall adhere to the following:

1. The Project Proponent/Developer shall retain a qualified biologist experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.
2. Pre-activity field surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the Project Site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.

If no nesting birds are observed during the survey, site-preparation and construction activities may begin. However, if active nests (including nesting raptors) are located, then avoidance or minimization measures shall be undertaken in consultation with the City of Perris. Measures shall include immediate establishment of an appropriate buffer zone to be established by the Project biologist, and approved by the City of Perris, based on their best professional judgment and experience. The buffer around the nest shall be delineated and flagged, and no construction activity shall occur within the buffer area until the Project biologist determines nesting species have fledged and the nest is no longer active, or the nest has failed. The Project biologist shall monitor the nest at the onset of Project activities and at the onset of any changes in such Project

activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the Project biologist determines that such Project activities may be causing an adverse reaction, the Project biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest).

The Project biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found.

Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to City of Perris Planning Division for mitigation monitoring compliance record keeping.

4.3.8 Level of Significance After Mitigation

4.3.8.1 Threshold BIO-1: Candidate, Sensitive, or Special-Status Species

The Proposed Project would have a less than significant impact with incorporation of mitigation measures MM BIO-1 and MM BIO-2.

4.3.8.2 Threshold BIO-4: Native Resident or Migratory Fish or Wildlife Species

The Proposed Project would have a less than significant impact with incorporation of mitigation measure MM BIO-1.

4.3.8.3 Threshold BIO-6: Conflict with Habitat Conservation Plan

With implementation of mitigation measures MM BIO-1 and MM BIO-2, the Proposed Project would be consistent with the provisions of an adopted habitat conservation plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

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4.4 Cultural Resources

This section evaluates the potential for impacts on cultural resources resulting from implementation of the Perris Airport Logistics Center Project (Proposed Project) and identifies known and potential cultural resources on the Project Site. Information presented in this section is primarily based on the following documents:

- Cultural Resources Survey Letter Report – Negative Findings prepared by Harris & Associates (2023) and included in Appendix D of this EIR

4.4.1 Environmental Setting

4.4.1.1 Regulatory Setting

The treatment of cultural resources is governed by federal and state laws and guidelines. Specific criteria exist to determine if prehistoric and historic sites or objects are significant or protected by law. Federal and state significance criteria generally focus on the resource's integrity and uniqueness, its relationship to similar resources, and its potential to contribute important information to scholarly research. Some resources that do not meet federal significance criteria may be considered significant under state criteria. The laws and regulations seek to mitigate impacts to significant prehistoric or historical resources. The federal and state laws and guidelines for protecting historical resources are summarized below.

Federal

National Historic Preservation Act (U.S. Code, Title 54, Section 300101 et seq.)

The National Historic Preservation Act of 1966 established the National Register of Historic Places as the official federal list of cultural resources that have been nominated by state offices for their historical significance at the local, state, or national level. Listing in the National Register of Historic Places provides recognition that a property is significant to the nation, the state, or the community and assumes that federal agencies consider historical value in the planning for federal and federally assisted projects. Properties listed in the National Register of Historic Places or determined eligible for listing must meet certain criteria for historical significance and possess integrity of form, location, and setting. Structures and features must usually be at least 50 years old to be considered for listing in the National Register of Historic Places, barring exceptional circumstances. Criteria for listing in the National Register of Historic Places, which are set forth in the Code of Federal Regulations, Title 36, Part 60.4, are as follows: the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:

- A. Are associated with events that have made a significant contribution to the broad patterns of our history; or

- B. Are associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

Eligible properties must meet at least one of the criteria and exhibit integrity, which is measured by the degree to which the resource retains its historic properties and conveys its historic character, the degree to which the original fabric has been retained, and the reversibility of changes to the property. The fourth criterion is typically reserved for archaeological and paleontological resources. These criteria have largely been incorporated into the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines).

Native American Graves Protection and Repatriation Act (U.S. Code, Title 25, Section 3001 et seq.)

The Native American Graves Protection and Repatriation Act of 1990 provides a process for museums and federal agencies to return certain Native American cultural items—human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants and culturally affiliated Native American Tribes and Native Hawaiian organizations. The Native American Graves Protection and Repatriation Act includes provisions for unclaimed and culturally unidentifiable Native American cultural items, intentional and inadvertent discovery of Native American cultural items on federal and Tribal lands, and penalties for noncompliance and illegal trafficking. Implementation of the Proposed Project would be conducted in compliance with the Native American Graves Protection and Repatriation Act.

Federal curation regulations are also provided in the Code of Federal Regulations, Title 36, Part 79, and apply to collections that are excavated or removed under the authority of the Antiquities Act (16 USC 431–433), the Reservoir Salvage Act (16 USC 469–469c), Section 110 of the National Historic Preservation Act (16 USC 470h-2), or the Archaeological Resources Protection Act (16 USC 470aa–mm). Such collections generally include those that are the result of a prehistoric or historical resources survey, excavation, or other study conducted in connection with a federal action, assistance, license, or permit.

State

Assembly Bill 52: Native Americans: California Environmental Quality Act

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California Native American Tribes as part of the California Environmental Quality Act (CEQA) and equates significant impacts on Tribal Cultural Resources with significant environmental impacts

(California Public Resources Code, Section 21084.2). California Public Resources Code, Section 21074, defines Tribal Cultural Resources as follows:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - a. Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1.

Sacred places can include Native American sanctified cemeteries, places of worship, religious or ceremonial sites, and sacred shrines. In addition, both unique and non-unique archaeological resources, as defined in California Public Resources Code, Section 21083.2, can be Tribal Cultural Resources if they meet the criteria detailed above. The lead agency relies on substantial evidence to make the determination that a resource qualifies as a Tribal Cultural Resource when it is not already listed in the California Register of Historical Resources or a local register.

AB 52 defines a “California Native American Tribe” as a Native American Tribe in California that is on the contact list maintained by the Native American Heritage Commission (NAHC) (California Public Resources Code, Section 21073). Under AB 52, formal consultation with Tribes is required before determining the level of environmental document if a Tribe has requested to be informed by the lead agency of proposed projects and if the Tribe, upon receiving notice of the project, accepts the opportunity to consult within 30 days of receipt of the notice. AB 52 also requires that consultation, if initiated, address project alternatives and mitigation measures for significant effects if specifically requested by the Tribe. AB 52 states that consultation is considered concluded when the parties agree to measures to mitigate or avoid a significant effect on Tribal Cultural Resources or when either the Tribe or the lead agency concludes that mutual agreement cannot be reached after making a reasonable, good-faith effort. Under AB 52, any mitigation measures recommended by the lead agency or agreed on with the Tribe may be included in the final environmental document and in the adopted Mitigation Monitoring and Reporting Program if the mitigation measures were determined to avoid or lessen a significant impact on a Tribal Cultural Resource.

If the recommended measures are not included in the final environmental document, then the lead agency must consider the four mitigation methods described in California Public Resources Code, Section 21084.3(e). Any information submitted by a Tribe during the consultation process is considered confidential and is not subject to public review or disclosure. It will be published in a confidential appendix to the environmental document unless the Tribe consents to disclosure of all or some of the information to the public.

Assembly Bill 978: California Native American Graves Protection and Repatriation Act

The California Native American Graves Protection and Repatriation Act, enacted in 2001, required the state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The California Native American Graves Protection and Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate Tribes.

California Government Code, Sections 6254(r) and 6254.10

Sections 6254(r) and 6254.10 of the California Government Code were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to “Native American graves, cemeteries, and sacred places maintained by the Native American Heritage Commission.” Section 6254.10 specifically exempts from disclosure requests for “records that relate to archaeological site information and reports, maintained by, or in the possession of the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the Native American Heritage Commission, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a Native American tribe and a state or local agency.”

California Health and Safety Code, Section 7050.5, and California Public Resources Code, Section 5097.9

California Health and Safety Code, Section 7050.5, addresses the protection of human remains discovered in any location other than a dedicated cemetery and makes it a misdemeanor for any person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law, except as provided in California Public Resources Code, Section 5097.99. It further states that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains will occur until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to the provisions concerning investigation of the circumstances, manner, and cause of any death and that the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to their authorized representative, in the manner provided in California Public Resources Code, Section 5097.98. If the county coroner determines that the remains are not subject to their authority and if the county coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, they shall contact, by telephone and within 24 hours, the NAHC. Whenever the NAHC receives notification of a discovery of Native American human remains from the county coroner, the agency

shall immediately notify the most likely descendant if it believes them to be the most likely descendant of the deceased Native American. The most likely descendant may inspect the site of the discovery and make recommendations on the removal or reburial of the remains.

California Register of Historical Resources

The California Register of Historical Resources is a state government program for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The California Register of Historical Resources is the authoritative guide to the state's significant historical and archaeological resources and encourages public recognition and protection of resources of architectural, historic, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA.

The term "historical resource" includes but is not limited to any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California (California Public Resources Code, Section 5020.1[j]). Historical resources may be designated as such through three different processes:

- Official designation or recognition by a local government pursuant to local ordinance or resolution (California Public Resources Code, Section 5020.1[k])
- A local survey conducted pursuant to California Public Resources Code, Section 5024.1(g)
- Listing in or eligibility for listing in the National Register of Historic Places (California Public Resources Code, Section 5024.1[d][1])

To be eligible for listing in the California Register of Historical Resources, a building must satisfy at least one of the following four criteria:

- **Criterion 1.** It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
- **Criterion 2.** It is associated with the lives of persons important to local, California, or national history.
- **Criterion 3.** It embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values.
- **Criterion 4.** It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Native American Historic Cultural Sites (California Public Resources Code, Section 5097 et. seq.)

State law addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the NAHC to resolve disputes regarding the disposition of such remains. In addition, the Native American Historic Resource Protection Act makes it a misdemeanor punishable by up to 1 year in jail to deface or destroy a Native American historic or cultural site that is listed or may be eligible for listing in the California Register of Historical Resources.

Senate Bill 18: Traditional Tribal Cultural Places

As of March 1, 2005, Senate Bill (SB) 18 (California Government Code, Sections 65352.3 and 65352.4) requires that, before the adoption or amendment of a General Plan proposed on or after March 1, 2005, a city or county must consult with Native American Tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects within that jurisdiction. The consultation intends to establish a meaningful dialogue regarding potential means to preserve Native American places of importance. It allows for Tribes to hold conservation easements and for Tribal Cultural Places to be included in open space planning.

Local

City of Perris General Plan

The following Goal, Policy, and Implementation Measures from the Conservation Element of the City of Perris General Plan (City of Perris 2008) are in place to protect cultural resources.

- **Goal IV – Cultural Resources:** Protection of historical, archaeological, and paleontological sites.
 - **Policy IV.A:** Comply with state and federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.

Implementation Measures

- **IV.A.1:** For all private and public projects involving new construction, substantial grading, or demolition, including infrastructure and other public service facilities, staff shall require appropriate surveys and necessary site investigations in conjunction with the earliest environmental document prepared for a project.
- **IV.A.2:** For all projects subject to CEQA, applicants will be required to submit results of an archaeological records search request through the Eastern Information Center, at the University of California, Riverside.

- **IV.A.3:** Require Phase I Surveys for all projects located in areas that have not previously been surveyed for archaeological or historic resources, or which lie near areas where archaeological and/or historic sites have been recorded.
- **IV.A.5:** Identify and collect previous surveys of cultural resources. Evaluate such resource and consider preparation of a comprehensive citywide inventory of cultural resources including both prehistoric sites and man-made resources.
- **IV.A.6:** Create an archive for the City wherein all surveys, collections, records and reports can be centrally located.
- **IV.A.7:** Strengthen efforts and coordinate the management of cultural resources with other agencies and private organizations.

4.4.1.2 Existing Conditions

Cultural resources are found throughout the City of Perris and are reminders of the City's prehistoric and historical record. Cultural resources are the tangible or intangible remains or traces left by past people who inhabited the region. They encompass both the built and the archaeological environments, as well as Traditional Cultural Properties. They are typically in protected areas near water sources and multiple ecoregions and can include Traditional Cultural Places, such as gathering areas, landmarks, and ethnographic locations.

Prehistoric

Cultural resources are found throughout Riverside County and are reminders of the county's 10,000+-year-old historical record. Cultural resources are the tangible or intangible remains or traces left by prehistoric or historical people who inhabited the Riverside region. They encompass both the Historic (post-1774) and the archaeological environments, as well as Traditional Cultural Properties. They are typically in protected areas near water sources and multiple ecoregions and can include Traditional Cultural Places, such as gathering areas, landmarks, and ethnographic locations.

The following provides a brief cultural background for Riverside County.

Paleoindian Period (pre-5500 BC)

With the discovery of broadly accepted scientific evidence of human occupation of the southwestern United States at 23,000 before present (BP), it is reasonable to assume sites of such age may one day be found in Riverside County. This possibility is only strengthened by the currently accepted route for any peopling of North America at a time just prior to the Last Glacial Maximum being necessarily a seafaring route. While claims of sites in Southern California dating to over 100,000 BP have been thoroughly refuted and would not fit with the genetic evidence of

living native groups, sites within deposits coinciding with the time of, and around, the Last Glacial Maximum throughout Southern California may well retain undiscovered cultural materials.

The earliest scientifically accepted sites discovered in the Riverside area date back to a time period archaeologists refer to as the Paleoindian Period. At the time, much of what is now Riverside County showed site type and continuity with other areas of Southern California and it is thought that the small population size and high group mobility indicated a cultural and genetic continuity throughout much of the Southern California landscape. While currently known Paleoindian Sites in Riverside County date back to approximately 8 millennia BP, technically the term Paleoindian refers to any site prior to 7500 BP in the region so any older finds within the County discovered at a later time would also automatically be within the County's Paleoindian period.

This broader Southern California Paleoindian tradition included a presumed focus on mobile groups hunting large game with finely crafted stone tools in inland groups and some amount of reliance on maritime resources for many coastal groups. Counterintuitively, many early Paleoindian flaked lithics appear more finely worked and requiring more complex flaking skill than their lithic counterparts in later periods. The Paleoindian saw a lithic tradition that included “finely worked blades, spear points, choppers, and scrapers out of fine-grained volcanics” (Carrico 1977). In addition, leaf-shaped knives, foliate to ovoid bifaces, foliate to short-bladed shoulder points, crescents, engraving tools, core hammers, pebble hammers, and cores were part of the tool assemblage. While portable groundstone during the period was rare and Bedrock Milling Features are completely absent in this period, other stone artifacts occur in the region including the still-mysterious crescents of ancient California. Ceramics are completely absent from the archaeological record during this period and burials are usually flexed inhumations.

Much is still left to be learned about the Paleoindian Period, especially the early portion of it. Human populations in Southern California are estimated to be quite small during this time and the temporal distance between the present day and the Paleoindian period indicate many of those archaeological resources have already been forever lost to time. As such, Paleoindian sites represent a tiny fraction of overall prehistoric sites in the area.

Archaic (5500 BC–AD 500)

The archaic period was ushered in around 5500 BP, likely by the end of the last ice age and the stabilizing of temperatures and sea levels throughout the world. The Riverside area would have seen rising median temperatures and humidity and the final extinction of many of the megafaunal species that had been the focus of Paleoindian hunting attempts. Because of these environmental shifts, the Archaic Period sees a dramatic shift in artifact assemblages and presumed lifeways.

The most significant change noted in the artifact assemblage in an increased use of and reliance on portable milling tools to process acorns, seeds, berries, nuts, and small animals. These portable

metates and associated manos (or handstones) indicate a shift in subsistence strategies to seasonal plant resources and with it, an assumed shift to a slightly less nomadic lifestyle, with seasonal camps revisited annually based on the timing of local flora resources. Many of the lithic resources show a decrease in complexity and difficulty of manufacture, with Pinto and Elko atlatl points replacing some of the larger and more baroque lithic traditions of the Paleoindian period (such as Clovis and Folsom traditions). While the mysterious crescents tend to disappear in the early archaic, an even more mysterious and more localized tradition begins in the Archaic with the creation and (possible) use of cogstones, mainly found along the Santa Ana River that gives Riverside its name. Population sizes are thought to have expanded with the addition of plant resources to the archaic toolkit, but still remained fairly small throughout Southern California.

Late Prehistoric (AD 500–1769)

Between 2000 and 1500 BP, the native groups of much of Southern California went through a dramatic shift. Shoshonean-speaking groups from the Colorado River area moved westward with their language, technology, and cultural practices. While the extent of the genetic portion of this migration is currently unknown, the cultural effects were substantial, and those changes bring on a period archaeologists refer to as the Late Prehistoric Period. This period is marked by the introduction of ceramics (originally brownware but also later buffware technologies), the bow and arrow (which introduces the arrowhead to the Riverside archaeological record for the first time), and more expedited and simpler flaked-lithic traditions. This period also sees a huge expansion in the use of local plant resources and the associated milling implements needed to process these resources, including more permeant or seasonally visited settlements that included extensive bedrock milling elements, including mortars, basins, and slicks.

The focus on local plant resources and adoption of eastern technologies led to the largest expansion of population that had been seen in the area at that point, with Late Prehistoric peoples showing a dramatic population growth and the rise of large, seasonal camps in which multiple smaller bands would convene in the same location for weeks at a time on a seasonal basis; something that would have been impossible to support earlier given the limitations of inland resource utilization technologies in the Paleoindian and Archaic Periods. Additionally, there is a cultural shift from flexed inhumation burials to cremation in the Late Prehistoric.

The influence of the Late Prehistoric transition is emphasized by the fact that five of the six reported native groups present in Riverside at the time of European contact were all Shoshonean speakers with toolkits that still included the ceramics, bows and arrows, metates, and cremation practices from the time of the Late Prehistoric transition, indicating a lasting change that influenced the region for over a millennium.

Ethnohistoric Period (post-AD 1769)

The Ethnohistoric period begins with the first permanent European settlements. For Riverside County, there are at least six Native American groups living in the area during the Ethnohistoric period. These groups include the Cahuilla, Gabrieleño, Serrano, Luiseño, Chemehuevi, and Mojave Tribes (the Mojave being the only Yuman speaking group among the otherwise Shoshonean-speaking groups).

The Luiseño and Gabrieleño occupied the western end of what is now Riverside County, with the Luiseño occupying the southwestern ends of the county and the Gabrieleño occupying the northwest areas. Both groups extending west beyond present day Riverside County and to the coast. The Cahuilla and Serrano occupied the central areas of the County, with the Cahuilla occupying the southern portion of the County, and the Serrano the northern portion. The Chemehuevi, the southernmost of the Paiute groups, occupied what is now the northeastern areas of the County while the farthest eastern stretches of the present day County were occupied by the westernmost branches of the Mojave Peoples.

When not prevented from doing so by Europeans or their diseases, native groups in the Ethnohistoric Period carried on their lifeways from the Late Prehistoric Period, including a heavy reliance on traditional food acquisition including acorns, mesquite beans (in the lower desert settings), native grasses, and wild game such as birds, deer, rabbit, and rodents. Similar to the Late Prehistoric, Native settlements in the Ethnohistoric Period usually centered around permanent water sources and some form of food resource, be that oak trees, lake and river aquatic resources, or a concentration of other local foodstuffs.

Historical Period (post-AD 1774)

The Historical period can be divided into three phases (Spanish, Mexican, and American). Each phase is identified with a change in political power. Common goals in each phase included land gain, assimilation of the native population, and the attainment of wealth. However, these periods were dissimilar in the rationale behind these goals. Rationale included defense (Spain), independence and secularization (Mexico), and expansion and economics (United States). Assimilation of Native Californians was a desire of each government that came to power; however, the greatest misfortune of this period was the large decline in Native American populations (Phillips 1981).

Spanish Period (AD 1774–1821)

The Spanish period was ushered in by Anza's first expedition passing through in 1774. This was a time of European expansionism and is typically identified with the mission system. In addition, presidios (military defense) and pueblos (city government) played an important role in the structuring of the community. The mission system was the institution designated for the

assimilation and exploitation of native people. Jackson and Castillo (1995:6) identified this exploitation as an extension of the “sixteenth-century policy of congregacion/reduction.” In contrast, Costo noted that the transference of the Spanish Inquisition (originally established in 1478) to the New World that was the mechanism for this exploitation because the Inquisition contained economic and religious incentives. The Spanish stronghold in California declined with Spain’s loss of the Napoleonic Wars (1803–1815), which eliminated funding to the missions.

Mexican Period (AD 1821–1859)

Mexican independence from Spain occurred in 1821, and in 1833, Mexico secularized the missions. After secularization, large tracts of land were granted to private citizens. “The secularization of the missions during the Mexican period is usually regarded as a watershed in California History because it resulted in the replacement of one Hispanic institution by another – the rancho for the mission” (Phillips 1981:33). Like the mission, the rancho became the institution of native exploitation. This period experienced an increase in cattle ranching and the hide and tallow trade. In 1838, Juan Bandini was the recipient of a Mexican land grant that became Rancho Jurupa, a 40,000+ acre tract of land in what is now Riverside County that was so large and impactful to the local area that many modern roads and boundaries in modern Riverside County owe their location to the early 19th century Rancho. Meanwhile, in 1846 and a bit south, Miguel Pedorena was granted the Rancho San Jacinto Nuevo y Potrero which includes much of the Moreno Valley. These Ranchos were the centers of both home life and business during the Mexican Period and helped expand cattle ranching into the main form of enterprise in the region during the 19th century.

The passage of the Treaty of Guadalupe Hidalgo that ended the Mexican American War in 1848 was the final event that culminated the Mexican period in California.

American Period (Post-AD 1850)

The concept of a two-ocean economy and the California Gold Rush were the impetus that brought about the annexation of California (1850) to the United States. A large number of immigrants entered California with the discovery of gold and the availability of free land with the passage of the Homestead Act (1863). This population increase caused the displacement of Native Californians and brought about a deterioration in their rituals and traditions. During this period, the ranchos experienced a decline primarily in response to their inability to validate land ownership as a result of the California Land Claims Act of 1851. “With the discovery of gold, the building of the transcontinental railroad, and the development of crops and cities, people in massive numbers from all parts of the world began to inhabit the region” (Phillips 1981: editors’ introduction).

In the 1870s, the importation of Brazilian Navel Oranges created a booming agricultural economy in the area, with orchards quickly taking over many of the fertile rolling hills. This orange-based economy continued to be a major feature of areas of western Riverside County for over a century.

In 1892, the US Bureau of Indian Education and the Bureau of Indian Affairs jointly opened the Perris Indian School. The school was the first off-reservation native boarding facility geared toward “assimilating” natives from around the country and many of the native children brought there were forced against their will. The school changed its name during its move to the City of Riverside in 1903 to its more infamous name, The Sherman Institute. The school is currently still in use as a Bureau of Indian Education-funded off-reservation boarding high school for Native Americans under the name Sherman Indian High School.

A year after the founding of the Perris Indian School in 1894, the County of Riverside itself was formed out of land from surrounding counties. The new county took its name from the area’s proximity to the Santa Ana River.

Ethnohistory

Ethnohistoric and ethnographic evidence indicates that three Takic-speaking groups occupied portions of Riverside County: the Cahuilla, the Gabrielino, and the Luiseño. A discussion of the ethnohistoric and ethnographic background of the Project Site and surrounding areas is provided in Section 4.14, Tribal Cultural Resources, of this EIR.

Project Site

Results of Records Search

Harris & Associates conducted a records search of the surrounding area using the California Historic Resources Inventory System (Confidential Appendix B, CHRIS Background Data, of the Cultural Resources Survey Letter Report). Thirty-two studies (Table 4.4-1, Previous Studies within a 1.0-Mile Radius) have been conducted within a 1.0-mile radius, and twelve resources (Table 4.4-2, Previously Recorded Cultural Resources within a 1.0-Mile Radius) and 48 historic addresses (Table 4.4-3, Previously Recorded Historic Addresses) were previously recorded. Of the previously recorded resources, four are prehistoric (CA-RIV-000805/P-33-000805, CA-RIV-004178/P-33-004178, P-33-012617, and P-33-012618), and eight are historic (CA-RIV-000706/P-33-000706, CA-RIV-004719/ P-33-004719, CA-RIV-005667/P-33-009776, CA-RIV-007863/P-33-014773, CA-RIV-007864/P-33-014774, CA-RIV-008126/P-33-015379, CA-RIV-8196/P-33-015743, and P-33-014775). None of these resources are located within the Project Site.

Table 4.4-1. Previous Studies within a 1.0-Mile Radius of the Project Site

Report ID	Title	Author	Year
RI-00146	Archaeological Impact Evaluation: Eastern Water District, Sewage Pipeline, Mariposa Avenue to Existing Reclamation Facility, Sun City	Joan R. Smith	1974
RI-00527	Letter Report: Archaeological Reconnaissance – Perris, California	James P. Barker	1979
RI-02084	Negative Archaeological Survey Report: Route 215, P.M. 27.4/33.7	S.R. Hammond	1987
RI-02245	Letter Report: Archaeological Reconnaissance - Perris, California	Paul Bowey	1987
RI-02306	An Archaeological Survey of Three Proposed Locations for the Southwest County Justice Center, Riverside County	William H. Breece and Beth Padon	1988
RI-02777	Archival Records Search and Cultural Resources Survey of Perris Property Partners Property, Riverside County, California	Phillip de Barros	1988
RI-03216	A Cultural Resources Reconnaissance of the Riverglen Specific Plan, Approximately 332 Acres in the City of Perris, Riverside County, California	Kenneth M. Becker	1991
RI-03834	Historic Property Survey Report for the Evans Avenue/Ellis Road/I-215 Interchange in Perris, CA	Bradley Sturm	1994
RI-04348	Historical/Archaeological Resources Survey Report: Community Day School Expansion, APN 310-160-056, City of Perris, Riverside County, California	Bruce Love and Michael Hogan	2000
RI-04404	Final Cultural Resources Inventory Report for the Williams Communications, Inc., Fiber Optic Cable System Installation Project, Riverside to San Diego, California	Roger D. Mason	2004
RI-05361	Cultural Resources Survey for the Perris 50 Project, Riverside County, California	Roger D. Mason	2004
RI-06018	Historical/Archaeological Resources Survey Report: Menifee Valley North Drainage Facilities Project, In and Near the Communities of Romoland and Homeland, Riverside County, California	Bai Tang, Michael Hogan, Mariam Dahdul, and Daniel Ballester	2003
RI-06578	Historical/Archaeological Resources Survey Report, The Venue at Perris, City of Perris, Riverside County, CA	Bai Tang, Michael Hogan, Deirdre Encarnacion, and Josh Smallwood	2006
RI-06744	Cultural Resources Assessment: Goetz Road Project, City of Perris, Riverside County, California	Riordan Goodwin and Jodi L. Dalton	2006
RI-06978	An Historical Resources Identification Investigation of the Retail Building Project, 345 East Fourth Street, City of Perris, Riverside County, California.	John Stephen Alexandrowicz	2007
RI-06997	Archaeological Survey Report for the State Route 74/Interstate 215 Interchange Project, City of Perris, Riverside County, California.	Brian K. Glenn	2006
RI-07131	Archaeological Survey Report for Southern California Edison Company: Removal of Two Poles (#1667999E and #1668000E) on Idle Facility Project on the Deacon 12kV Circuit, Riverside County, California (WO#6077-6900, AI#P7988)	Stacey C. Jordan	2007
RI-07338	Historical/Archaeological Resources Survey Report: Asector's Parcel No. 330-070-007	Bai "Tom" Tang and Michael Hogan	2007

Table 4.4-1. Previous Studies within a 1.0-Mile Radius of the Project Site

Report ID	Title	Author	Year
RI-07492	Archaeological Survey Report for Southern California Edison Company O&M - Global Plastics Project on the Deacon 12 kV Circuit, Riverside County, California	Koji Tsunoda and Michael M. DeGiovine	2007
RI-07689	A Cultural Resources Survey for the Galvez-El Sur Townhomes Project	James Clifford and Brian F. Smith	2005
RI-07993	Letter Report: Addendum to Historical/ Archaeological/ Paleontological Resources Studies - The Venue at Perris, City of Perris, Riverside County, California	Bai "Tom" Tang and Michael Hogan	2008
RI-08101	Archaeological and Paleontological Resources Assessment Report for The Green Valley Project, Perris, California	Steven McCormick and Sherri Gust	2006
RI-8527	Letter Report: Lake Elsinore & Perris Vicinity Deteriorated Pole Replacement Project (WO 6077-4800; 1-4806, 1-4807, 1-4808, 1-4809, 1-4810) Riverside County, California	James J. Schmidt	2010
RI-08771	Preliminary Historical/Archaeological Resource Study Southern California Regional Rail Authority (SCRRA) Perris Valley Line Positive Train Control (PTC) Project In and near the Cities of Riverside, Perris, and Menifee Riverside County, California CRM TECH Contract No. 2444	Bai 'Tom' Tang	2010
RI-08980	Final: Cultural Resources Inventory Of The Proposed DPV2 Construction Yards Riverside County California	Scott C. Justus, Matthew M. DeCarlo, and William T. Eckhardt	2010
RI-09005	Results of Archaeological Monitoring Program for the Mercado Park Project in the City of Perris (LSA Project No. PIS1201)	Riordan Goodwin	2013
RI-09791	A Phase I Cultural Resources Survey for the Biogas Service Pipeline Project, Perris, California	Brian F. Smith and Elena C. Goralogia	2016
RI-10461	Archaeological Investigations and Monitoring for the Construction of the Devers-Palo Verde No. 2 Transmission Line Project, Riverside County, California	William T. Eckhardt, Matthew M. DeCarlo, Doug Mengers, Sherri Andrews, Don Laylander, and Tony Quach	2015
RI-10652	San Jacinto Branch Line, Riverside County, California Determination of Eligibility and Effects Report	N/A	2003
RI-10948	Cultural Resources Assessment for Mapes Road Storage Project, Perris, Riverside County, California	David Brunzell	2020
RI-10975	Cultural Resources Assessment of the Monthes Pallets Project, Perris, Riverside County, California	David Brunzell	2020
RI-11359	A Phase I Cultural Resources Survey for the Perris Airport Project, Perris, California	Andrew Garrison and Brian F. Smith	2022

Bold = Within the Project APE.

Table 4.4-2. Previously Recorded Cultural Resources within a 1.0-Mile Radius

Primary Number	Trinomial	Chronological Placement	Site Type	Size
P-33-000706	CA-RIV-000706	Historic	Refuse Scatter	130x47 meters
P-33-000805	CA-RIV-000805	Prehistoric	Lithic Scatter	18x46 feet
P-33-004178	CA-RIV-004178	Prehistoric	Lithic Scatter	28x21 meters

Table 4.4-2. Previously Recorded Cultural Resources within a 1.0-Mile Radius

Primary Number	Trinomial	Chronological Placement	Site Type	Size
P-33-004719	CA-RIV-004719	Historic	Adobe Structure	300x275 feet
P-33-009776	CA-RIV-005667	Historic	Atchison, Topeks & Santa Fe Railroad Segment	N/A
P-33-012617	N/A	Prehistoric	Isolate – Secondary Flakes	N/A
P-33-012618	N/A	Prehistoric	Isolate - Chopper	N/A
P-33-014773	CA-RIV-007863	Historic	Iron Pipe Concrete Piers	52x17 feet
P-33-014774	CA-RIV-007864	Historic	Concrete Patio Slab Concrete Slab Concrete Pier Block Bricks	135x95 feet
P-33-014775	N/A	Historic	Single-Family Residence	420 square feet
P-33-015379	CA-RIV-008126	Historic	Trolley Line Segment	500 linear feet
P-33-015743	CA-RIV-008196	Historic	Railroad	1030 feet

Notes: N/A = not assigned/provided.

Table 4.4-3. Previously Recorded Historic Addresses within a 1.0-Mile Radius

Primary Number	Trinomial	Chronological Placement	Historic Name/Common Name/Site Type	Recorder, Date
P-33-007587	N/A	Historic	West 4 th Street Historic District	• 1982 – Riverside County Historical Comm. • 2003 - Carrie Chasteen
P-33-007601	N/A	Historic	Perris Depot/Santa Fe Depot Victorian Railroad Depot Building 120 West 4 th Street	• 1982 - Robert Knight • 1987 - R. Mason/R. Hatheway • 1994 - Ida Minnich • 2003 - Carrie Chasteen
P-33-007605	N/A	Historic	None Bungalow 127 East 5 th Street	1982 – William Hedges
P-33-007606	N/A	Historic	None Vernacular Residence 270 5 th Street	1982 - Kay Hedges
P-33-007608	N/A	Historic	Congregational Church/Greater New Hope Missionary Baptist Church Church Building 177 East 6 th Street	1982 - Kay Hedges
P-33-007609	N/A	Historic	None	1982 - Dorothy Cross

			Cottages 132, 134, 140, & 142 East 7 th Street	
P-33-007610	N/A	Historic	W.R. Morrison House Residence 303 West 7 th Street	1982 - Betty Harmon
P-33-007611	N/A	Historic	None Bungalow/Late Victorian Residence 307 West 8 th Street	1982 - Betty Harmon
P-33-007612	N/A	Historic	First Perris Depot Vernacular Building 2201 South A Street	1982 - Jim Warner
P-33-007613	N/A	Historic	Metz/Smith Residence Vernacular Eastlake Residence 400 South B Street	• 1987 – Roger Hatheway • 1982 - Kay Hedges
P-33-007614	N/A	Historic	Robertine Hotel Vernacular Building 510 C Street	1987 – William Hedges
P-33-007615	N/A	Historic	Southern Hotel Italianate Building 445 D Street	• 1992 – Vincent Bautista & Gloria Scott • 1982 – Betty Harmon
P-33-007616	N/A	Historic	Bank of Perris/Golden Valley Realty Commercial Building 400 South D Street	• 1987 – R.D. Mason & R.G. Hatheway • 1982 - Betty Harmon
P-33-007651	N/A	Historic	None Vernacular Residence 196 East 6 th Street	1982 – William Hedges
P-33-007654	N/A	Historic	Austin Residence Vernacular Residence 306 West 5 th Street	1982 - Betty Harmon
P-33-007655	N/A	Historic	A.W. Hook House Victorian Residence 223 West 7 th Street	1982 – William Hedges
P-33-007656	N/A	Historic	Robert Moore Home Vernacular Residence 239 West 7 th Street	1982 – William Hedges
P-33-007657	N/A	Historic	Fredrick House/Thompson House Vernacular Residence 363 West 7 th Street	1982 - Betty Harmon
P-33-007661	N/A	Historic	Relic of Pinacante/Trolley Museum Multiple Structures 2201 South A Street	1982 - Betty Harmon

P-33-007662	N/A	Historic	Noonan Residence Vernacular Residence 715 B Street	1982 - Betty Harmon
P-33-007664	N/A	Historic	Brun Home Vernacular Residence 602 C Street	• 2003 – Carrie Chasteen • 1982 – Betty Harmon
P-33-007665	N/A	Historic	Perris Theater/Harvest Time Crusade Church Moderne/Art Deco Theater Building 295 South D Street	1982 - Betty Harmon
P-33-007666	N/A	Historic	Colton Grain & Milling Company/Nance Building Vernacular Commercial Building 318 South D Street	• 2003 – Carrie Chasteen • 1982 – Betty Harmon
P-33-007667	N/A	Historic	Kool Kove Tavern/Biedebach Realty Moderne/Art Deco Commercial Building 390 South D Street	1987 – Roger Hatheway 1982 – Betty Harmon
P-33-007668	N/A	Historic	El Dorado Inn Vernacular Commercial Building 430, 436 & 498 South D Street	1982 - Betty Harmon
P-33-007669	N/A	Historic	Hook's Grain Yard Stone Foundation & Shed 832 South D Street	1982 - Betty Harmon
P-33-013496	N/A	Historic	Poinsettia Hotel/Biedebach Realty Commercial Building 337-395 South D Street	1987 - Roger Hatheway
P-33-015384	N/A	Historic	None Mid-20 th Century Residence 160 Mapes Road	2006 - Melissa Rees
P-33-015385	N/A	Historic	None Early 20 th Century Residence 170 Mapes Road	2006 - Melissa Rees
P-33-015386	N/A	Historic	None Mid-20 th Century Apartment Building 150-190 Mapes Road	2006 - Melissa Rees
P-33-015387	N/A	Historic	None Craftsman Residence 280 Mapes Road	2006 - Melissa Rees
P-33-015388	N/A	Historic	None	2006 - Melissa Rees

			Craftsman Residence 310 Mapes Road	
P-33-026644	N/A	Historic	None Brutalist Commercial Building 120 East 3 rd Street	2014 - Justin Castells
P-33-028756	N/A	Historic	Charles E Sydnor Houe Ranch Residence 214 West 6 th Street	2003 - Carrie Chasteen
P-33-028770	N/A	Historic	None Vernacular Residence 422 South C Street	2003 - Carrie Chasteen
P-33-028771	N/A	Historic	Louis T. Funston House Vernacular Residence 430 South C Street	2003 -Carrie Chasteen
P-33-028772	N/A	Historic	Janie Kirkpatrick House Victorian Cottage Residence 504 South C Street	2003 -Carrie Chasteen
P-33-028779	N/A	Historic	J & H Kirkpatrick Modern Commercial Building 406 South D Street	2003 -Carrie Chasteen
P-33-028780	N/A	Historic	None Mission Revival Commercial Building 418 South D Street	2003 -Carrie Chasteen
P-33-028788	N/A	Historic	None Modern Commercial Building 422 South D Street	2003 -Carrie Chasteen
P-33-028792	N/A	Historic	Stewart Building Modern Commercial Building 600 South D Street	2003 -Carrie Chasteen
P-33-028793	N/A	Historic	None Ranch Residence 610 South C Street	2003 -Carrie Chasteen
P-33-028795	N/A	Historic	Daisy's Commercial/Utilitarian Building 426 South D Street	2003 -Carrie Chasteen
P-33-028796	N/A	Historic	Creative Printing Commercial/Utilitarian Building 428 South D Street	2003 -Carrie Chasteen
P-33-028797	N/A	Historic	Free Indeed Christian Fellowship Commercial/Utilitarian Building 430 South D Street	2003 -Carrie Chasteen
P-33-028799	N/A	Historic	A & M Wolff House Minimal Traditional Residence	2003 -Carrie Chasteen

			619 South C Street	
P-33-028800	N/A	Historic	None Ranch Residence 620 South C Street	2003 -Carrie Chasteen
P-33-028803	N/A	Historic	Elmer & Dorothy Smith House Vernacular Residence 628 South C Street	2003 -Carrie Chasteen

Notes: N/A = not assigned/provided.

Historical Maps and Aerial Photographs Review

The Project Site is located within the 7.5-Minute Perris Quadrangle, Township 05 South, Range 03 West, Section 11. Historical maps and aerial photographs were reviewed from 1966 through 2018. The earliest aerial photograph is from 1966 and displays the Project Site as completely undeveloped. In 1967, the majority of the Project Site was in agriculture, which was followed by 1978. At that time, the airport runway that bisects the Project Site is present. No changes to the Project Site have occurred since 1978 (NETR Online 2022).

Riverside County Archives Review

The Riverside County archivist reviewed the assessor parcels and determined that the lot books from 1892 to 1949 have been digitized, lot books from 1949 to 1963 are out for preservation and cannot be accessed at this time, and lot books from 1964 to 1976 are available in print only. The archivist provided the following ownership and parcel information:

Year	Ownership
1913-1919	No Owners
1920-1925	No Owners
1926-1932	No Owners
1932	Louise A. Vernon & HA Hays
1933	FV and Mary L. Gordon
1937	Sec. First National Bank of LA
1940	MD Tatum et al.
1944	CR and Nina Tatum
1945	Lowell M. and Tressa P. Moore
1946	LaVern and Willa Tatum
1949	Harry T. Goodwin
1963	Citizen National Bank
1972*	Pure Gro Co et al.; and Butterfield Land Company

*Portions sold to each entity.

Research on each of the owners was conducted using internet searches including Ancestry.com. An overview of each of the owners is provided below.

Louise Vernon and H.A. Hays owned the property beginning in 1932. Louise was born in Iowa in 1865, and was married at age 22 to Walter A. Vernon. She passed away and was buried in 1953 at Little Lake Cemetery in Orange, California. No information is available for H.A. Hays.

The property was sold to Mary L. Gordon and F.V. Gordon in 1933. No information is available for the Gordons. The property was sold in 1937 to the Security First National Bank of Los Angeles. The bank was founded in 1888 by J.F. Sartori and Associates as Security Trust & Savings Bank (Online Archive of California, 2025). The bank grew through the development of business and mergers and became the Security First National Bank of Los Angeles.

The Security First National Bank of Los Angeles sold the property to Marion D. Tatum et al. in 1940. Marion D. Tatum was born in Texas circa 1890, and was married to Elsie Tatum. Elsie was born in Arizona in 1895. They had three children, La Verne, Donald, and Virginia, who were born in 1916, 1920, and 1916, respectively. In 1940, only Marion, Elsie, and the youngest child, Donald were residing in the same household. Marion's occupation is listed as a poultry farmer in the 1930 census; however, in the 1940 census, no occupation is listed.

In 1944, the property was sold to Clyde R. Tatum and Nina L. Tatum. Clyde was born in 1910 in Texas, and Nina was born in 1918 in Arizona. They had three children, Robert, James, and Roberta, who were born in 1936, 1938, and 1936, respectively. Clyde's occupation is listed as farm manager.

Lowell M. Moore and Tressa P. Moore purchased the property in 1945. No census data is available for the Moore's; however, U.S. Voter Registration (1900-1968) identifies that Lowell was residing in Perris in 1948. Lowell passed away in 1983. Tressa was born in 1897 in Iowa, and married Lowell in Billings, Montana in 1936. She passed away at age 90 in 1988.

LaVern(e) and Willa Tatum purchased the property in 1946. La Vern was born in 1916 in California, and his occupation is listed as farmer in 1950. Willa was born circa 1917 in California. Her occupation is listed as a home maker in the 1950 census; however, records indicate that her prior occupation was beauty operator and that she owned her own business. They had one child, Steven, who was born in 1940. Willa passed away and was buried at the Perris Valley Cemetery in 1982. The property was sold to Harry T. Goodwin in 1949. No information is available for Harry T. Goodwin.

In 1963, Citizen National Bank (CNB) purchased the property. The bank was initially established in Mississippi in 1888 when the Mississippi Legislature granted a handwritten charter to a group of businessmen and farmers who raised \$50,000 to open Citizens Savings Bank (Citizens National Bank 2025). CNB acquired the Bank of Perris in 1947. Portions of the property were sold to Pure Gro Co et al., and Butterfield Land Company in 1972.

Site Survey

Field surveys of the Project Site were conducted in April of 2022 and January of 2023.

The goal of this survey was to provide a constraints-level survey to assess the Project Site for the presence of prehistoric and historic archaeological resources and the historic built environment. Harris & Associates conducted the first survey on April 29, 2022, covering all undeveloped parcels of the Proposed Project. The field survey was conducted using standard archaeological procedures and techniques. The survey area included the entire Project Site including off-site improvements except for the 9.79-acre fenced and graded lot in the Proposed Project's southwestern portion that was surveyed on January 27, 2023 (see discussion below for supplemental survey). Continuous parallel transects (15-meter) were walked primarily in a north-south direction. Transect intervals were started on the western portion of the survey area, along the western edge and moving east.

Visibility was generally good; however, some areas of vegetative growth impaired surface visibility. The survey area was bisected by the Perris Valley Airport runway, which was actively used for takeoff and landing throughout the survey time frame. As such, for safety reasons, the areas directly next to the active runway were surveyed from approximately 15–20 meters.

The survey area was found to be heavily plowed and utilized for agricultural purposes, although there are signs that the fields have been fallow in recent years. Because of what appeared to be very extensive plowing, it was assumed that any cultural resources present before agricultural activities took place are likely either destroyed or obscured. No cultural resources were discovered, and most of the survey area lacked rocks bigger than a golf ball, a sign of extensive plowing activity. A few scattered and culturally unmodified cobbles of quartz and granitic were discovered in the northeastern portion of the Project area, but they appear associated with some dumping areas. The only evidence of any built environment is a small (approximately 4-foot-by-4-foot) visible portion of a concrete pad of undetermined size (because it is mostly now subsurface) in the very northeastern corner adjacent to the intersection of the nearby roads. The pad's location at a topographical low point and its apparent small size make it very unlikely to be part of a building's foundation and is likely associated with agricultural activities, such as a pad for a water tank.

A second, supplemental, survey was carried out on January 27, 2023, covering the 9.79-acre fenced and graded lot in the Proposed Project's southwestern portion. The entire lot was found to have been impacted to such a degree to make it highly unlikely for any in-situ cultural resources to remain. The entire lot was found to have been significantly graded down (between 1/3 and 1 meter in depth), covered with imported gravel, and routinely dragged with a leveling bar and tractor since at least 2008. The only non-graded areas consisted of the very edges of the property, and even

these soils likely represent a redeposited grading berm rather than in-situ soils. All structures on the parcel were found to be modern.

The survey area was photographed to document the environmental setting and is included in the Cultural Resources Survey Letter Report (Appendix D).

Archaeological Resources

No previously discovered archaeological resources were identified within the 1.0-mile search radius by the California Historic Resources Inventory System records search. As previously indicated, an archaeological field survey was conducted on April 29, 2022, and January 27, 2023, to determine if cultural resources exist within the Project Site. No cultural resources were observed.

Tribal Cultural Resources

The California NAHC maintains the confidential Sacred Lands File, which contains sites of traditional, cultural, or religious value to Native Americans. The NAHC was contacted for a Sacred Lands File check to determine whether sacred lands are present on site (Confidential Appendix C, Sacred Lands File Check, of the Cultural Resources Survey Letter Report). The NAHC response was positive and recommended that the list of Tribes provided be contacted for more information. All Tribal bands on the list were contacted for any information they may have regarding Sacred Sites that may be present on site (Cultural Resources Survey Report Confidential Appendix C). To date, three tribes (Aqua Caliente Band of Cahuilla Indians, Quechan Tribe of the Fort Yuma Reservation, and Rincon Band of Luiseño Indians) have responded. The Agua Caliente Band identified that three sites are less than one mile from the project site and that survey site records are available with site specifics. The Quechan Tribe responded that the Historic Preservation Office does not wish to comment on the project and deferred to local Tribes and support their determinations. The Rincon Band responded that they have received the project information letter and that they will review and respond. To date, no additional responses have been received.

Tribal notification pursuant to AB-52 was initiated on June 7, 2022, by the City of Perris. Two tribes responded; the Agua Caliente Band of Cahuilla Indians (Agua Caliente) and the Pechanga Band of Indians (Pechanga).

The Agua Caliente initially requested a copy of the cultural study including the records search, but consultation was not requested at that time. A follow-up letter from the Agua Caliente requested consultation. The City provided a copy of the cultural report to the Agua Caliente on May 22, 2023, and January 17, 2024. The City followed up on January 17, 2024, inquiring whether they would like to consult.

The Pechanga responded requesting consultation; however, the response was submitted on July 15, 2022, which was after the deadline (July 7, 2022). The City conducted consultation with the

Pechanga on August 17, 2022. The Pechanga identified that there is a high probability for the presence of resources since VIP Industrial and line b identified resources. They requested a follow-up consultation. City staff provided the CEQA status and cultural report status at the consultation meeting. The City provided a copy of the cultural report to the Pechanga on May 22, 2023, and January 17, 2024. The City followed up on January 17, 2024, inquiring whether they would like to consult further. A detailed discussion of the Tribal Cultural Resources is provided in Section 4.14, Tribal Cultural Resources, of this EIR.

4.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact on cultural resources if it would:

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

4.4.3 Regulatory Implementation

RI CUL-1 In the event that human remains (or remains that may be human) are discovered at the Project Site or within the off-site project improvement areas during ground-disturbing activities, the construction contractors, project archaeologist, and/or designated Native American tribal representative shall immediately stop all activities within 100 feet of the find. Work outside of the 100-foot radius may continue. The Property Owner/Project Proponent/Developer 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 shall notify the Native American Heritage Commission (NAHC), which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Native American tribal representative(s) at the site, the NAHC’s identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Property Owner 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 Property Owner 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 5097.98I 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 South Coastal Information Center.

The following sections address various potential impacts relating to cultural resources that could result from implementation of the Proposed Project.

4.4.4 Environmental Impacts

4.4.4.1 Threshold CUL-1: Historical Resources

Impact Analysis

Under existing conditions, the Project Site is fallowed and undeveloped. The California Historic Resources Inventory System records search indicated that no historic resources are contained within the boundaries of the Project Site. In addition, based on research of the multiple property owners since 1932, none of the property owners are identified as significant for their association with the property or for any contributions to California or local history. Furthermore, according to the field survey, the Project Site has been impacted by agricultural and grading activities and does not contain any historic or prehistoric resources.

Under existing conditions, the Project Site is fallowed and undeveloped. Additionally, according to the field survey, portions of the Project Site were disturbed and do not contain any historic or prehistoric resources. The Project Site has been impacted by historical agricultural activities and modern grading; as such, any historical resources that may have been present are likely to have been destroyed. The only evidence of development on the Project Site was a small visible portion of a concrete pad that is assumed to be associated with agricultural activities, such as a pad for a water tank with no historical significance. All structures on the parcel were found to be modern.

Therefore, due to the lack of historical resources located within the Project Site or within proximity to the Project Site, implementation of the Proposed Project would not cause a substantial adverse change in the significance of a historical resource and no impact would occur.

Significance of Impact

Less Than Significant Impact.

4.4.4.2 Threshold CUL-2: Archaeological Resources

Impact Analysis

As previously indicated, archaeological field surveys were conducted on April 29, 2022 and January 27, 2023, to determine if cultural resources exist within the Project Site. The surveys were completed in accordance with the City of Perris' environmental policies and CEQA significance evaluation criteria. According to the survey, no resources were recorded within the Project boundaries.

The survey area was found to be heavily plowed and utilized for agricultural purposes, although there are signs that the fields have been fallow in recent years. Because of what appeared to be very extensive plowing, it was assumed that any resources present before agricultural activities took place are likely either destroyed or obscured. The second, supplemental, survey was carried out on January 27, 2023, covering the 9.79-acre fenced and graded lot in the Proposed Project's southwestern portion. The entire lot was found to have been impacted to such a degree to make it highly unlikely for any in-situ cultural resources to remain. As such, there is little potential for archaeological resources to the present or disturbed by the Proposed Project. Based on the records search and the results of the field survey, archaeological resources are not expected to occur on the Project Site.

Though the Cultural Resources Survey Letter Report did not recommend mitigation to reach a less than significant conclusion, after conducting AB 52 consultation, the Agua Caliente tribe has requested that mitigation be incorporated as part of the Proposed Project to protect any resources that may be encountered during development of the Project Site. Mitigation measure MM CUL-1 requires that an archaeological monitor and a Tribal representative be present during ground-disturbing activities and identifies steps to be taken to protect any resources encountered. With implementation of mitigation measure MM CUL-1, potential impacts to archaeological resources would be reduced to a less than significant level.

Significance of Impact

Potentially significant without mitigation.

4.4.4.3 Threshold CUL-3: Human Remains

Impact Analysis

The Project Site has been historically used for agriculture use and therefore, it is not expected to contain human remains, including those interred outside formal cemeteries. Under existing conditions, the Project Site does not contain a cemetery, and no known cemeteries are located within the immediate vicinity. Field surveys conducted at the Project Site by Harris & Associates did not identify the presence of any human remains and no human remains are known to exist beneath the surface due to the site's historical use for agricultural purposes. In the unlikely event that suspected human remains are uncovered during construction, all activities in the vicinity of the remains shall

cease and the contractor shall notify the county coroner immediately pursuant to California Health and Safety Code, Section 7050.5; California Public Resources Code, Section 5097.98. The required actions as implemented by the City of Perris are described in Regulatory Implementation condition RI CUL-1, above, which identifies actions to be taken in the event that human remains are found, would be implemented. Thus, the Proposed Project would not disturb any human remains, including those interred outside dedicated cemeteries. With implementation of Regulatory Implementation condition RI CUL-1, potential impacts with regard to disturbing human remains, including those interred outside formal cemeteries, would be less than significant.

Significance of Impact

Potentially significant without mitigation.

4.4.5 Cumulative Impacts

The following sections address various potential cumulative impacts relating to cultural resources that could result from implementation of the Proposed Project.

4.4.5.1 Cumulative Threshold CUL-1: Historical Resources and Cumulative Threshold CUL-2: Archaeological Resources

Direct impacts to on-site cultural resources are site-specific. Each development proposal received by the City undergoes environmental review and would be subject to the same resource protection requirements as the Proposed Project as outlined in the City of Perris General Plan EIR and, as applicable. If there is a potential for significant impacts on cultural resources, an investigation will be required to determine the nature and extent of the resources and to identify appropriate mitigation measures, including requirements such as those identified in this section. Based on the information presented in the required site-specific cultural resource studies, construction activities associated with the Proposed Project would not impact any known prehistoric archaeological resources and the likelihood of uncovering previously unknown archaeological resources during project construction are low due to the nature of the site and the magnitude of disturbance that has occurred on the site. Nonetheless, the potential exists for subsurface archaeological resource that meet the definition of a significant archaeological resource to be discovered within the Project Site – and other development project sites in the City – during construction activities. Therefore, without mitigation, the Proposed Project would result in a potentially cumulatively considerable contribution to a significant cumulative impact to archaeological resources, if such resources are unearthed during Project construction. The Proposed Project includes mitigation to identify, recover, and/or record any cultural resource that may occur within the Project limits resulting in a less than significant impact (refer to mitigation measure MM CUL-1). The City of Perris requires incorporation of similar measures in each development project. As such, the Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact to archaeological resources.

4.4.5.2 Cumulative Threshold CUL-3: Human Remains

Impact Analysis

Mandatory compliance with the provisions of California Health and Safety Code, Section 7050.5, as well as California Public Resources Code, Section 5097 et seq., (Regulatory Implementation condition RI CUL-1 in this EIR), would assure that all future development projects within the region, including the Project, treat human remains that may be uncovered during development activities in accordance with prescribed, respectful and appropriate practices, thereby avoiding significant cumulative impacts.

Significance of Impact

Less Than Significant Impact.

4.4.6 Level of Significance Before Mitigation

4.4.6.1 Threshold CUL-1: Historic Resources

The Proposed Project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

4.4.6.2 Threshold CUL-2: Archaeological Resources

Without mitigation, the Proposed Project could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

4.4.6.3 Threshold CUL-3: Human Remains

With regulatory implementation, the Proposed Project would not significantly disturb any human remains, including those interred outside dedicated cemeteries.

4.4.7 Mitigation Measures

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

The Project archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The Project 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 within a 50-foot radius of the find to allow time for the recording and removal of the resources. Work may continue outside the 50-foot radius.

The Property Owner/Project Proponent/Developer shall also enter into an agreement with either the Soboba Band of Luiseño Indians, the Pechanga Band of Indians, or the Agua Caliente Band of Cahuilla Indians for a Native American Tribal representative (observer/monitor) to work along with the Project archaeologist. This Tribal representative will assist in the identification of Native American resources and will act as a representative between the City, the Property Owner/Project Proponent/Developer, and Native American Tribal Cultural Resources Department. The Native American Tribal representative should be on-site during all ground-disturbing of each portion of the Project Site including clearing, grubbing, tree removals, grading, trenching, etc. The Native American Tribal representative should be on-site any time the Project archaeologist is required to be on-site. Working with the Project archaeologist, the Native American representative shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are ongoing.

The agreement between the Property Owner/Project Proponent/Developer and the Native American Tribe shall include, but not be limited to:

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

The Property Owner/Project Proponent/Developer shall submit a fully executed copy of the agreement to the City of Perris Planning Division to ensure compliance with this

condition of approval. Upon verification, the City of Perris Planning Division shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

In the event that archaeological resources are discovered at the Project Site or within the off-site Project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code, Section 21083.2(b), and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/Tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the Property Owner. The Property Owner shall commit to the relinquishing and reburial and/or curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist.

If any Native American artifacts are identified when Native American Tribal representatives are not present, all reasonable measures shall be taken to protect the resource(s) in situ and the City Planning Division and Native American Tribal representative shall be notified. The designated Native American Tribal representative will be given sufficient time to examine the find. If the find is determined to be of sacred or religious value, the Native American Tribal representative will work with the City and Project archaeologist to protect the resource in accordance with Tribal requirements as may be feasible. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.

In the event that human remains are discovered at the Project Site or within the off-site Project improvement areas, Regulatory Implementation condition RI CUL-1 shall immediately apply, and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.

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

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

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

4.4.8 Level of Significance After Mitigation

4.4.8.1 Threshold CUL-2: Archaeological Resources

With implementation of mitigation measure MM CUL-1, potential impacts to archaeological resources would be reduced to less than significant levels. No significant and unavoidable impacts would remain.

4.5 Energy

This section evaluates the potential for impacts on energy resulting from implementation of the Perris Airport Logistics Center Project (Proposed Project). Energy use was calculated based on California Emissions Estimator Model (CalEEMod) modeling prepared by Harris & Associates (Appendix B of this EIR) and U.S. Environmental Protection Agency (EPA) Emission Factors for Greenhouse Gases. Calculations were prepared by Harris & Associates and are included in Appendix B of this EIR.

4.5.1 Environmental Setting

4.5.1.1 Regulatory Setting

This section describes the federal, state, and local regulatory framework adopted to address energy.

Federal

Corporate Average Fuel Economy Standards

First established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) standards reduce energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and EPA jointly administer the CAFE standards. The U.S. Congress has specified that CAFE standards must be set at the “maximum feasible level” with consideration given for (1) technological feasibility, (2) economic practicality, (3) effect of other standards on fuel economy, and (4) need for the nation to conserve energy.

Issued by the NHTSA and EPA in March 2020 (published on April 30, 2020, and effective after June 29, 2020), the Safer Affordable Fuel-Efficient Vehicles Rule would maintain the CAFE and carbon dioxide (CO₂) standards applicable in model year 2020 for model years 2021 through 2026. The estimated CAFE and CO₂ standards for model year 2020 are 43.7 miles per gallon (mpg) and 204 grams of CO₂ per mile for passenger cars and 31.3 mpg and 284 grams of CO₂ per mile for light trucks, projecting an overall industry average of 37 mpg, compared to 46.7 mpg under the standards issued in 2012. This Rule also excludes CO₂-equivalent emission improvements associated with air conditioning refrigerants and leakage (and, optionally, offsets for nitrous oxide and methane emissions) after model year 2020 (NHTSA and EPA 2018).

On May 12, 2021, the NHTSA published a notice of proposed rulemaking in the Federal Register, proposing to repeal “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program,” published Sept. 27, 2019 (SAFE I Rule), in which the NHTSA codified regulatory text and made additional pronouncements regarding the preemption of state and local laws related to fuel economy standards. Specifically, this document proposed to fully repeal the regulatory text and appendices promulgated in the SAFE I Rule. In addition, this document

proposed to repeal and withdraw the interpretative statements made by the NHTSA in the SAFE I Rule preamble, including those regarding the preemption of particular state greenhouse gas (GHG) emissions standards or Zero Emissions Vehicle mandates. As such, this document proposed to establish a clean slate with respect to the NHTSA's regulations and interpretations concerning preemption under the Energy Policy and Conservation Act. This action is effective as of January 28, 2022.

Energy Independence and Security Act (Public Law 110-140)

The Energy Independence and Security Act of 2007 seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable fuels, improving vehicle fuel economy, and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of the federal government. The act sets increased CAFE standards, the Renewable Fuel Standard, appliance energy efficiency standards, building energy efficiency standards, and accelerated research and development tasks on renewable energy sources (e.g., solar energy, geothermal energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration (EPA 2021).

Energy Policy and Conservation Act (Public Law 94-163)

In 1975, the U.S. Congress enacted the Energy Policy and Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the NHTSA is responsible for establishing additional vehicle standards. In 2010, fuel economy standards were set at 27.5 miles per gallon for new passenger cars and 23.5 miles per gallon for new light-duty trucks. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) were not subject to fuel economy standards in 2010. Passenger cars and light trucks used directly or indirectly associated with a project would be required to comply with the applicable fuel economy standards. Fuel economy is determined based on each manufacturer's average fuel economy for the fleet of vehicles available for sale in the United States.

Intermodal Surface Transportation Efficiency Act of 1991

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. The ISTEA contained factors that Metropolitan Planning Organizations were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, Metropolitan Planning Organizations adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation Equity Act of the 21st Century (TEA-21)

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under the ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

State

Assembly Bill 1007: State Alternative Fuels Plan

Assembly Bill (AB) 1007 requires the California Energy Commission to prepare a plan to increase the use of alternative fuels in California. The State Alternative Fuels Plan was prepared by the California Energy Commission with the California Air Resources Board (CARB) and in consultation with other federal, state, and local agencies to reduce petroleum consumption, increase use of alternative fuels (e.g., ethanol, natural gas, liquefied petroleum gas, electricity, and hydrogen), reduce GHG emissions, and increase in-state production of biofuels. The State Alternative Fuels Plan recommends a strategy that combines private capital investment, financial incentives, and advanced technology that will increase the use of alternative fuels, result in significant improvements in the energy efficiency of vehicles, and reduce trips and vehicle miles traveled through changes in travel habits and land management policies. The Alternative Fuels and Vehicle Technologies Funding Program legislation (AB 118, Statutes of 2007) proactively implements this plan.

Advanced Clean Trucks

The Advanced Clean Trucks regulation is a manufacturers zero-emission vehicle sales requirement and a one-time reporting requirement for large entities and fleets. The regulation requires large carriers to begin transitioning drayage trucks to zero-emission vehicles in 2024, with full implementation by 2035. The Advanced Clean Trucks regulation will also end diesel truck sales by 2036 to encourage adoption of zero-emission medium and heavy-duty vehicles. The goal of this proposed strategy is to achieve nitrogen oxides (Nox) and GHG emission reductions through clean technology and facilitate adoption of zero-emission heavy-duty technology.

California Building Standards Code (Title 24, Part 6)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor

environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2022 Title 24 standards, which became effective on January 1, 2023, and build upon the 2019 Standards (CEC 2022a). The core focus of the building standards has been efficiency, but the 2019 Energy Code ventured into on-site generation by requiring solar photovoltaic (PV) on new homes, providing significant GHG savings. The 2022 update builds off this progress with expanded solar standards and the move to on-site energy storage that will help Californians save on utility bills while bolstering the grid. The 2022 Energy Code update focuses on four key areas in new construction of homes and businesses:

- Encouraging electric heat pump technology and use, which consumes less energy and produces fewer emissions than traditional HVACs and water heaters.
- Establishing electric-ready requirements when natural gas is installed, which positions owners to use cleaner electric heating, cooking and electric vehicle (EV) charging options whenever they choose to adopt those technologies.
- Expanding solar photovoltaic (PV) system and battery storage standards to make clean energy available on site and complement the state’s progress toward a 100 percent clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

The 2022 Energy Code affects homes by establishing energy budgets based on efficient heat pumps for space or water heating to encourage builders to install heat pumps over gas-fueled HVAC units; requiring homes to be electric-ready, with dedicated 240-volt outlets and space (with plumbing for water heaters) so electric appliances can eventually replace installed gas appliances; increasing minimum kitchen ventilation requirements so that fans over cooktops have higher airflow or capture efficiency to better exhaust pollution from gas cooking and improve indoor air quality; and allowing exceptions to existing solar PV standards when roof area is not available (such as for smaller homes). In addition, the effect on businesses includes establishing combined solar PV and battery standards for select businesses with systems being sized to maximize on-site use of solar energy and avoid electricity demand during times when the grid must use gas-powered plants; establishing new efficiency standards for commercial greenhouses (primarily cannabis growing); and improving efficiency standards for building envelope, various internal.

CALGreen (Title 24, Part 11)

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, is a Statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. The CALGreen Code requires new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The CALGreen Code also provides voluntary tiers and

measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent CALGreen Code was adopted in 2022 and went into effect January 1, 2023. The CalGreen Standards that are applicable to the Proposed Project include, but are not limited to, the following:

Chapter 5 Nonresidential Mandatory Measures

5.106.5.3 Electric Vehicle (EV) Charging

Construction to provide electric vehicle infrastructure and facilitate electric vehicle charging shall comply with Section 5.106.5.3.1 and shall be provided in accordance with regulations in the California Building Code and the California Electrical Code.

5.106.5.3.1 EV Capable Spaces

EV capable spaces shall be provided in accordance with Table 5.106.5.3.1 and the following requirements:

1. Raceways complying with the California Electrical Code and no less than 1-inch (25 mm) diameter shall be provided and shall originate at a service panel or a subpanel(s) serving the area, and shall terminate in close proximity to the proposed location of the EV capable space and into a suitable listed cabinet, box, enclosure or equivalent. A common raceway may be used to serve multiple EV capable spaces.
2. A service panel or subpanel(s) shall be provided with panel space and electrical load capacity for a dedicated 208/240 volt, 40-ampere minimum branch circuit for each EV capable space, with delivery of 30-ampere minimum to an installed EVSE at each EVCS.
3. The electrical system and any on-site distribution transformers shall have sufficient capacity to supply full rated amperage at each EV capable space.
4. The service panel or subpanel circuit directory shall identify the reserved overcurrent protective device space(s) as "EV CAPABLE". The raceway termination location shall be permanently and visibly marked as "EV CAPABLE."

Note: A parking space served by electric vehicle supply equipment or designed as a future EV charging space shall count as at least one standard automobile parking space only for the purpose of complying with any applicable minimum parking space requirements established by an enforcement agency. See Vehicle Code Section 22511.2 for further details.

5.106.5.3.2 Electric Vehicle Charging Stations (EVCS)

EV capable spaces shall be provided with EVSE to create EVCS in the number indicated in Table 5.106.5.3.1. The EVCS required by Table 5.106.5.3.1 may be provided with EVSE in any

combination of Level 2 and Direct Current Fast Charging (DCFC), except that at least one Level 2 EVSE shall be provided.

One EV charger with multiple connectors capable of charging multiple EVs simultaneously shall be permitted if the electrical load capacity required by Section 5.106.5.3.1 for each EV capable space is accumulatively supplied to the EV charger.

The installation of each DCFC EVSE shall be permitted to reduce the minimum number of required EV capable spaces without EVSE by five and reduce proportionally the required electrical load capacity to the service panel or subpanel.

5.106.5.3.3 Use of Automatic Load Management Systems (ALMS)

ALMS shall be permitted for EVCS. When ALMS is installed, the required electrical load capacity specified in Section 5.106.5.3.1 for each EVCS may be reduced when serviced by an EVSE controlled by an ALMS. Each EVSE controlled by an ALMS shall deliver a minimum 30 amperes to an EV when charging one vehicle and shall deliver a minimum 3.3 kW while simultaneously charging multiple EVs.

5.106.5.3.4 Accessible EVCS

When EVSE is installed, accessible EVCS shall be provided in accordance with the California Building Code, Chapter 11B, Section 11B-228.3.

5.106.5.4 Electric Vehicle (EV) Charging: Medium-Duty and Heavy-Duty

Construction shall comply with Section 5.106.5.4.1 to facilitate future installation of electric vehicle supply equipment (EVSE). Construction for warehouses, grocery stores and retail stores with planned off-street loading spaces shall also comply with Section 5.106.5.4.1 for future installation of medium- and heavyduty EVSE.

5.106.5.4.1 Electric Vehicle Charging Readiness Requirements for Warehouses, Grocery Stores and Retail Stores with Planned Off-Street Loading Spaces

In order to avoid future demolition when adding EV supply and distribution equipment, spare raceway(s) or busway(s) and adequate capacity for transformer(s), service panel(s) or subpanel(s) shall be installed at the time of construction in accordance with the California Electrical Code. Construction plans and specifications shall include, but are not limited to, the following:

The transformer, main service equipment and subpanels shall meet the minimum power requirement in Table 5.106.5.4.1 to accommodate the dedicated branch circuits for the future installation of EVSE.

The construction documents shall indicate one or more location(s) convenient to the planned offstreet loading space(s) reserved for medium- and heavy-duty ZEV charging cabinets and charging dispensers, and a pathway reserved for routing of conduit from the termination of the raceway(s) or busway(s) to the charging cabinet(s) and dispenser(s), as shown in Table 5.106.5.4.1.

Raceway(s) or busway(s) originating at a main service panel or a subpanel(s) serving the area where potential future medium- and heavy-duty EVSE will be located and shall terminate in close proximity to the potential future location of the charging equipment for medium- and heavy-duty vehicles.

The raceway(s) or busway(s) shall be of sufficient size to carry the minimum additional system load to the future location of the charging for medium- and heavy-duty ZEVs as shown in Table 5.106.5.4.1.

5.410.2 Commissioning

New buildings 10,000 square feet and over. For new buildings 10,000 square feet and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements. Commissioning shall be performed in accordance with this section by trained personnel with experience on projects of comparable size and complexity. For I-occupancies that are not regulated by OSHPD or for I-occupancies and L-occupancies that are not regulated by the California Energy Code Section 100.0 Scope, all requirements in Sections 5.410.2 through 5.410.2.6 shall apply.

Note: For energy-related systems under the scope (Section 100) of the California Energy Code, including heating, ventilation, air conditioning (HVAC) systems and controls, indoor lighting systems and controls, as well as water heating systems and controls, refer to California Energy Code Section 120.8 for commissioning requirements.

5.410.2.2 Basis of Design (BOD)

A written explanation of how the design of the building systems meets the OPR shall be completed at the design phase of the building project. The Basis of Design document shall cover the following systems:

- Renewable energy systems.
- Landscape irrigation systems.
- Water reuse systems.

Integrated Energy Policy Program

Senate Bill (SB) 1389 requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety. The CEC prepares these assessments and associated policy recommendations every 2 years, with updates in alternate years, as part of the Integrated Energy Policy Report (IEPR).

The 2022 IEPR was adopted on February 28, 2023. The 2022 IEPR provides updates on a variety of energy issues facing California. These issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. The 2022 IEPR also discusses the CEC's equity and environmental justice efforts, its development of a more easily navigable online data platform via the California Energy Planning Library, and an update to the California Energy Demand Forecast. The report also provides information on emerging topics related to energy reliability, western electricity integration, hydrogen, gasoline prices, gas transition, and distributed energy resources (CEC 2023).

The 2023 IEPR was completed in January 2024. The 2023 IEPR discusses speeding connection of clean resources to the electricity grid, the potential use of clean and renewable hydrogen, and the California Energy Demand Forecast to 2040. The report also provides updates on topics such as gas decarbonization, energy efficiency, the Clean Transportation Program, AB 1257 (Bocanegra, Chapter 749, Statutes of 2013), and publicly owned utilities' progress toward peak demand reserves and margins (CEC 2024a).

Senate Bill 100

On September 10, 2018, Governor Jerry Brown signed SB 100, which replaces the SB 350 requirement of 45 percent renewable energy by 2027 with the requirement of 50 percent by 2026 and raises California's Renewables Portfolio Standard (RPS) requirements for 2050 from 50 to 60 percent. SB 100 also establishes RPS requirements for publicly owned utilities that consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Furthermore, the bill also establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end users and 100 percent of electricity procured to serve state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Senate Bill 350

SB 350 was signed into law in September 2015. SB 350 establishes tiered increases to the RPS of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

Senate Bills 1078, 107, and X1-2 and Executive Order S-14-08

The California RPS program was established in 2002 under SB 1078 (Sher) and SB 107 (Simitian). The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. Initially under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent to reach at least 20 percent by December 30, 2010. Executive Order S-14-08 was signed in November 2008, which expanded the state's Renewable Energy Standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). The California Public Utilities Commission (CPUC) is required to provide quarterly reports on progress toward RPS goals. This has accelerated the development of renewable energy projects throughout the state. Based on the 2019 RPS Annual Report, all electricity retail sellers had an annual target to serve at least 29 percent of their electric load with RPS eligible resources by December 31, 2018. In general, retail sellers either met or exceeded the 29 percent interim RPS target, and many are on track to achieve their 2017–2020 compliance period requirements (CPUC 2021).

Assembly Bill 1493/Pavley Regulations

California Assembly Bill 1493 enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light-duty trucks. In 2005, CARB submitted a “waiver” request to the EPA from a portion of the federal Clean Air Act to allow the state to set more stringent tailpipe emission standards for CO₂ and other GHG emissions from passenger vehicles and light-duty trucks. On December 19, 2007, the EPA announced that it denied the “waiver” request. On January 21, 2009, CARB submitted a letter to the EPA administrator regarding the state's request to reconsider the waiver denial. The EPA approved the waiver on June 30, 2009.

State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several

strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.

Local

City of Perris Climate Action Plan

The City of Perris Climate Action Plan (CAP) was completed in February 2016. The Perris CAP was developed to address global climate change through the reduction of harmful GHG emissions at the community level and as part of California's mandated statewide GHG reduction goal (AB 32). Through the Perris CAP, the City has developed multiple sustainable strategies to directly benefit the community by decreasing carbon emissions while adapting to a changing climate. Several of these strategies are aimed at reducing energy consumption as a means of reducing carbon emissions. The programs and actions provided in the Perris CAP were developed to help the City grow healthily, resourcefully, and sustainably.

City of Perris General Plan

Multiple chapters in the City's General Plan include various goals, policies, and measures designed to reduce energy consumption in the City. The Perris General Plan goals, policies, and measures for reducing energy consumption are presented below.

Conservation Element

- **Goal VIII – Sustainable Future:** Create a vision for energy and resource conservation and the use of green building design for the City, to protect the environment, improve quality of life, and promote sustainable practices.
 - **Policy VIII.B:** Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.
 - **Measure VIII.B.1:** Initiate and maintain incentive programs to encourage and reward developments that employ energy and resource conservation and green building practices similar to the City's current recycling program.
 - **Policy VIII.C:** Adopt and maintain development regulations which encourage increased energy efficiency in buildings, and the design of durable buildings that are efficient and economical to own and operate. Encourage green building development by establishing density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet Leadership in Energy and Environmental Design (LEED) building standards for new and refurbished developments (U.S. Green Building Council's Leadership in Energy and Environmental Design green building programs).
 - **Measure VIII.C.1:** Create a green building ordinance that promotes the use of green building technology and design.

- **Measure VIII.C.2:** The City shall obtain and maintain a LEED accredited employee on staff that is intended to review and make recommendations on all new and remodel projects processing through the City.
- **Measure VIII.C.3:** Encourage the design and construction of durable buildings that are efficient and economical to own and operate.
- **Measure VIII.C.5:** Encourage green building density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new developments.
- **Goal X:** Encourage improved energy performance standards above and beyond the California Title 24 requirements.
 - **Policy X.A:** Establish density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who exceed current Title 24 requirements for new development.
 - **Measure X.A.1:** The City shall consider adopting energy performance standards above and beyond Title 24 requirements by updating its Development Code and Building Code and all other applicable ordinances to reflect and encourage the guidelines contained within this section.
 - **Measure X.A.2:** Encourage energy conservation devices including but not limited to lighting, water heater treatments, solar energy systems, etc. for all residential projects (City of Perris 2005).

Healthy Community Element

- **Goal HC-6 – Healthy Environment:** Support efforts of local businesses and regional agencies to improve the health of our region’s environment.
 - **Policy HC 6.1:** Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning (City of Perris 2015).

4.5.1.2 Existing Conditions

Existing California Energy Usage

The most recent data for California’s estimated total electricity and natural gas consumption is from 2022. According to the U.S. Energy Information Administration and the CEC, California’s estimated annual energy use as of 2022 included:

- Approximately 287,220 gigawatt hours of electricity; and
- Approximately 2,056,267 million cubic feet of natural gas per year

These energy sources, and statewide fuel use, are addressed in greater detail below.

Electricity

California's in-state electricity generation system generates approximately 203,257 gigawatt hours each year. In 2022, California produced approximately 71 percent of the electricity it uses; the rest was imported from the Pacific Northwest (approximately 12 percent) and the U.S. Southwest (approximately 17 percent). Natural gas is the main source for in-state electricity generation at approximately 47.46 percent of the total in-state electric generation system power as shown in Table 4.5-1, Total Electricity System Power (California 2022).

Table 4.5-1. Total Electricity System Power (California 2022)

Fuel Type	Percent of California In-State Generation (%)	California In-State Generation	Northwest Imports	Southwest Imports	Total Imports	Total California Energy Mix	Total California Power Mix (%)
		GWh					
Coal	0.13	273	181	5,716	5,897	6,170	2.15
Natural Gas	47.46	96,457	44	7,994	8,083	104,495	36.38
Oil	0.03	65	-	-	-	65	0.02
Other (Waste Heat/Petroleum Coke)	0.15	315	-	-	-	315	0.11
Unspecified Sources of Power	0.00	-	12,845	7,943	20,428	20,428	7.11
Total Thermal and Unspecified	47.78	97,110	12,710	21,653	34,363	121,473	45.77
Nuclear	8.67	17,627	397	8,342	8,739	26,366	9.18
Large Hydro	7.19	14,607	10,803	1,118	11,921	26,528	9.24
Biomass	2.64	5,366	771	25	797	6,162	2.15
Geothermal	5.47	11,110	253	2,048	2,301	13,412	4.67
Small Hydro	1.48	3,005	211	13	225	3,230	1.12
Solar	19.92	40,494	231	8,225	8,456	48,950	17.04
Wind	6.86	13,938	8,804	8,357	17,161	31,099	10.83
Total Non-GHG and Renewables	52.22	106,147	21,471	28,129	49,599	155,747	54.23
Total Energy	100	203,257	34,180	49,782	83,962	287,220	100

Source: CEC 2022b.

A summary of and context for energy consumption and energy demands within the state is presented in “U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts” excerpted below:

- In 2022, California was the seventh-largest producer of crude oil among the 50 states, and, as of January 2022, the state ranked third in crude oil refining capacity.

- California is the largest consumer of jet fuel and second-largest consumer of motor gasoline among the 50 states.
- In 2020, California was the second-largest total energy consumer among the states, but its per capita energy consumption was less than in all but three other states.
- In 2022, renewable resources, including hydroelectric power and small-scale, customer-sited solar power, accounted for 49% of California's in-state electricity generation. Natural gas fueled another 42%. Nuclear power supplied almost all the rest.
- In 2022, California was the fourth-largest electricity producer in the nation. The state was also the nation's third-largest electricity consumer, and additional needed electricity supplies came from out-of-state generators.

As indicated above, California is one of the nation's leading energy-producing states, and California per capita energy use is among the nation's most efficient.

Natural Gas

The following summary of natural gas resources and service providers, delivery systems, and associated regulation is excerpted from information provided by the CPUC.

The CPUC regulates the California utilities' natural gas rates and natural gas services, including in-state transportation over the utilities' transmission and distribution pipeline systems, storage, procurement, metering and billing. This includes natural gas utility service for approximately 11 million customers that receive natural gas from Pacific Gas & Electric (PG&E), SoCalGas, San Diego Gas & Electric, Southwest Gas, and several smaller investor-owned natural gas utilities. The CPUC also regulates independent storage operators Lodi Gas Storage, Wild Goose Storage, Central Valley Storage and Gill Ranch Storage.

Most of the natural gas used in California comes from out-of-state natural gas basins. In 2017, for example, California utility customers received 38 percent of their natural gas supply from basins located in the U.S. Southwest, 27 percent from Canada, 27 percent from the U.S. Rocky Mountain area, and 8 percent from production located in California (CPUC 2024).

Transportation Energy Resources

The most recent data available shows the transportation sector emits 39 percent of the total greenhouse gases in the state (CARB 2023). Gasoline is the most used transportation fuel, with approximately 13.6 billion gallons being sold in 2022 (CEC 2024b). Diesel fuel is the second-largest transportation fuel used in the state and represents 17 percent of total fuel sales. In 2022, approximately 3.6 billion gallons of diesel was sold (CEC 2024c).

Project Site Energy Usage

Electricity, natural gas, and fuel consumption at the Project Site are summarized below.

Electricity

The Project Site is currently undeveloped and does not consume electricity. The area surrounding the Project Site is currently served by Southern California Edison (SCE). SCE provides electric power to more than 15 million people, within a service area encompassing approximately 50,000 square miles (SCE 2024). In 2022, electricity consumption for the County was approximately 17,780,573,271 kWh (CEC 2022c). SCE derives electricity from varied energy resources including fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.

Table 4.5-2, SCE 2022 Power Content Mix, identifies SCE's specific proportional shares of electricity sources in 2022. As shown in Table 4.5-2, the 2022 SCE Power Mix has renewable energy at 33.2 percent of the overall energy resources. The largest share of renewable energy comes from solar energy, at 17 percent.

Table 4.5-2. SCE 2022 Power Content Mix

Energy Resources	2022 SCE Power Mix (%)
Eligible Renewables	33.2
Biomass and Biowaste	0.1
Geothermal	5.7
Eligible Hydroelectric	0.5
Solar	17.0
Wind	9.8
Coal	0.0
Large Hydroelectric	3.4
Natural Gas	24.7
Nuclear	8.3
Other	0.1
Unspecified Sources of Power*	30.3
Total	100

Source: SCE 2022.

Notes:

* = Unspecified sources of power means electricity from transactions that are not traceable to specific generation sources

Natural Gas

The Project Site is currently undeveloped and does not consume natural gas. The area surrounding the Project Site is currently served by SoCalGas. In 2022, the County consumed approximately 147 million therms (approximately 14,706,329,820 kBTU) of gas (CEC 2022d).

Transportation Energy Resources

With the exception of occasional site weed control, the Project Site does not generate vehicle trips to or from the area. The CARB Emissions Factor 2021 (EMFAC2021) model estimates that fuel use in Riverside County was 720,687,590 gallons of gasoline and 25,6824,618 gallons of diesel fuel in 2023 (CARB 2024).

4.5.2 Thresholds of Significance

According to Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), the Proposed Project would have a significant impact on energy if it would:

- **Threshold ENE-1:** Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- **Threshold ENE-2:** Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.5.3 Regulatory Implementation

RI ENE-1	The Project will comply with the California Building Standards Code (Title 24), which requires that building construction, system design and installation, and appliances achieve energy efficiency and preserve outdoor and indoor environmental quality.
RI ENE-2	The Project is required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). This will require the project to reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

4.5.4 Environmental Impacts

The following sections address potential impacts relating to energy that could result from implementation of the Proposed Project.

Methodology

Information from the California Emissions Estimator Model (CalEEMod) (Version 2022.1.1.222) Output contained in Appendix B of this EIR, used in Sections 4.2 and 4.7, were also used for this analysis. The CalEEMod outputs detail Proposed Project-related construction equipment, transportation energy demands, and facility energy demands. Fuel consumption from construction and operation of the Proposed Project was calculated using the CalEEMod annual carbon dioxide

equivalent (CO₂e) emissions output prepared for the Proposed Project and the kilograms per carbon dioxide (kg/CO₂) conversion factors from the EPA (2024) for diesel fuel and motor gasoline. Based on truck and non-truck trip distributions calculated in the Proposed Project traffic analysis (Appendix B), it was assumed that approximately 27 percent of the operational fuel use would be from diesel trucks. Energy and natural gas usage estimated for the Proposed Project was obtained from the CalEEMod output. Calculation worksheets used in the following analysis can be found in Appendix B of this EIR.

4.5.4.1 Threshold ENE-1: Wasteful or Inefficient Energy Usage

Impact Analysis

Construction

Construction of the Proposed Project would require a temporary increase in energy demand. Construction energy impacts involve the one-time, non-recoverable energy costs associated with construction of structures, parking lots, and a roadway. During construction, the Proposed Project would result in an increase in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment and the use of electricity for lighting and other sources. Construction of the Proposed Project would require site preparation, grading, utility installation, building construction, paving, and architectural coatings. Proposed Project construction would be typical for the region and building type. The Proposed Project does not include circumstances that would require unusually high energy use for construction, such as helicopter delivery or other specialized equipment.

Total diesel fuel use and motor gasoline consumption from operation of construction equipment, haul truck trips, vendor truck trips, and worker vehicle trips is summarized in Table 4.5-3, Construction Diesel Fuel and Gasoline Use. When not in use, equipment would be powered off to avoid unnecessary energy consumption. Electricity and natural gas are not anticipated to be used during construction.

Table 4.5-3. Construction Diesel Fuel and Gasoline Use

Fuel Type	Amount
Diesel Fuel	197,722 gallons
Motor Gasoline	87,149 gallons

Sources: CAPCOA 2022; EPA 2024 (conversion factors).

Notes: Includes fuel use from construction equipment, haul truck trips, vendor truck trips, and worker vehicle trips. Assumes a conversion factor of 10.21 kg/CO₂ for diesel fuel and 8.78 kg/CO₂ for motor gasoline. Detailed calculations are provided in Attachment 1 of Appendix B.

Operation

Table 4.5-4, Proposed Project-Related Baseline Year Energy Use, includes energy use estimates for electricity, natural gas, and vehicle fuel (fossil fuels) from implementation of the Proposed Project. Table 4.5-5, Proposed Project-Related Year 2045 Energy Use, includes projected energy estimates for electricity, natural gas, and fossil fuels for 2045, which shows that the Proposed Project's demand

for fossil fuels would reduce over time. These reductions in fossil fuel energy estimates are primarily due to state plans and policies that aim to reduce dependence on fossil fuels and achieve carbon neutrality as reflected in the CalEEMod default assumptions (Appendix B of this EIR).

Operation of the Proposed Project would consume electrical energy for several purposes, including but not limited to commercial lighting for the proposed warehouses and offices, and equipment operation. Operation of the Proposed Project would consume natural gas for several purposes, including but not limited to building heating. Vehicle trips to and from the Proposed Project area would result in fuel consumption.

Table 4.5-4. Proposed Project-Related Baseline Year Energy Use

Energy Type	Annual Usage
Electricity	5,528,100 kWh
Natural Gas	16,557,017 kBTU
Diesel Truck Fuel Use	203,915 gallons
Motor Gasoline Use	641,120 gallons
Emergency Fire Pump Testing (two pumps, 30 minutes per week)	702 gallons

Source: CAPCOA 2022.

Notes: kWh/yr = kilowatt-hour per year; kBTU/yr = kilo British thermal unit per year; Assumes a conversion factor of 8.78 kg/CO₂ for motor gasoline and 10.21 kg/CO₂ for diesel. Detailed calculations are provided in Appendix B.

Table 4.5-5. Proposed Project-Related Year 2045 Energy Use

Energy Type	Annual Usage
Electricity	5,528,100 kWh
Natural Gas	16,557,017 kBTU
Diesel Truck Fuel Use	128,442 gallons
Motor Gasoline Use	403,828 gallons

Source: CAPCOA 2022.

Notes: kWh/yr = kilowatt-hour per year; kBTU/yr = kilo British thermal unit per year; Assumes a conversion factor of 8.78 kg/CO₂ for motor gasoline and 10.21 kg/CO₂ for diesel. Detailed calculations are provided in Appendix B.

Conclusion

As demonstrated above, the Proposed Project would result in an increase in electricity, natural gas, and fossil fuel use during construction and operation. However, energy use from implementation of the Proposed Project would not result in a wasteful, inefficient, or unnecessary consumption of energy. The Proposed Project would comply with applicable federal, state, and local regulations during construction and operation. It would not include any components unusual for a warehouse facility that would result in wasteful, inefficient, or unnecessary consumption of resources. The Project Site is located in a developed area currently served by major truck routes and would not result in wasteful fuel use. As described in the vehicle miles traveled analysis (Section 4.13, Transportation), Site 2 would be a locally serving use that could reduce fuel use by improving destination proximity. Additionally, implementation of mitigation measure MM GHG-1

(discussed further in Section 4.7) would require construction of solar panels on site to offset estimated Proposed Project electricity consumption, which would additionally reduce electricity consumption during operation. Potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.5.4.2 Threshold ENE-2: Conflict with Renewable or Energy Efficiency Plan

Impact Analysis

Plans and policies applicable to the Proposed Project include federal and state transportation regulations, the State Energy Plan, Title 24, Pavley regulations, and the Perris CAP. The Proposed Project's consistency with these plans and policies is evaluated below.

Regarding federal transportation regulations, the Project Site is in an already developed area. Access to and from the Project Site is from existing roads. These roads are already in place so the Proposed Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because the Southern California Association of Governments is not planning for intermodal facilities in the Proposed Project's vicinity. The Advanced Clean Trucks regulation requires statewide manufacturers zero-emission vehicle sales requirement, and a one-time reporting requirement for large entities and fleets. While the Proposed Project is not directly subject to compliance, trucks arriving at and departing from the Project Site would be required to comply.

Regarding the State Energy Plan and compliance with Title 24 CCR energy efficiency standards, the Project Proponent/Developer is required to comply with the California Green Building Standard Code requirements for energy-efficient buildings and appliances as well as utility energy efficiency programs implemented by SCE and SoCalGas. The Proposed Project would be required to meet or exceed the energy standards established in the CALGreen Code, Title 24, Part 11. CALGreen standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

Regarding Pavley (AB 1493) regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources. However, the vehicles associated with the Proposed Project would be required to comply with federal and state fuel efficiency standards.

The Proposed Project would be consistent with the applicable strategies of the City of Perris CAP and would implement electric vehicle stalls as required. The Proposed Project would exceed

current on-site renewable energy requirements through implementation of mitigation measure MM GHG-1, which would also include installation of solar panels to generate at least 25 percent of Proposed Project electricity demand. Additionally, development of the Project would not preclude or hinder the incorporation of additional solar panels or other renewable energy sources, if required in the future. Consistency with the Perris CAP is discussed further in Section 4.7 of this EIR. Section 4.7 concluded that the Proposed Project would not conflict with the Perris CAP following implementation of mitigation measure MM GHG-1 and the transportation demand management measures in mitigation measure MM TRAN-1, which would reduce potential impacts to less than significant levels.

As stated above in Section 4.5.4.1, Threshold ENE-1: Wasteful or Inefficient Energy Usage, energy use on the Project Site during construction would be temporary and energy use associated with operation of the Proposed Project would be insignificant in comparison to the state and County's available energy sources (discussed in Section 4.5.1.2, Existing Conditions). Southern California Edison, the energy provider for the Project Site, currently provides 52 percent of power from carbon-free sources and has a goal of 100 percent carbon-free power by 2045 (Edison International 2024). The Proposed Project is estimated to increase County natural gas use by 0.1 percent and electricity use by 0.03 percent compared to existing demand and is consistent with planned growth for the Project Site. As such, the Proposed Project would not interfere with the ability of Southern California Edison to achieve its carbon-free energy goals. The Proposed Project would be consistent with applicable renewable and energy efficiency plans during construction and operation. Therefore, potential impacts would be less than significant.

Significance of Impact

The Proposed Project would not conflict with renewable or energy efficiency plans and is consistent with the State Energy Plan, Title 24, Pavley regulations, and the Perris CAP. Potential impacts would be less than significant.

4.5.5 Cumulative Impacts

The following sections address various potential cumulative impacts relating to energy that could result from implementation of the Proposed Project.

4.5.5.1 Cumulative Threshold ENE-1: Wasteful or Inefficient Energy Usage

Proposed Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the energy demands of the Proposed Project can be accommodated within the context of available resources and energy delivery systems. The Proposed Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the state. Other cumulative projects within a 1-mile radius of the Project Site are listed in Table 4-1, Cumulative Projects, in Chapter 4, Environmental Analysis.

The types of projects listed include housing, commercial/retail, and hotel, industrial, and warehouse projects. These projects are at various stages of development and would similarly be required to demonstrate that the wasteful, inefficient, or unnecessary consumption of energy would not occur. Additionally, other cumulative developments would be subject to the same regulatory requirements as the Proposed Project, including compliance with the Title 24 Building and Energy Efficiency Standards, Airborne Toxics Control Measure, and California Code of Regulations Title 13, Motor Vehicles 2449(d)(3) Idling, which would ensure that cumulative development does not result in the wasteful, inefficient, or unnecessary consumption of energy. As such, due to existing regulatory processes, the Proposed Project and cumulative projects would not result in cumulatively considerable environmental impact due to wasteful, inefficient, or unnecessary consumption of energy. Thus, potential impacts would be less-than-cumulatively considerable.

4.5.5.2 Cumulative Threshold ENE-2: Conflict with Renewable or Energy Efficiency Plan

The Proposed Project would not conflict with any adopted state or local plans for renewable energy or energy efficiency. The Proposed Project and other cumulative developments also inherently would be required to be consistent with the IEPR, State of California Energy Plan, Title 24 Energy Efficiency Standards, AB 1493 (Pavley), and SB 350, as discussed herein. Because California's energy conservation planning actions are conducted at a regional level, and because it can be assumed that other cumulative projects would implement features to reduce inefficient or unnecessary energy use, the Proposed Project and cumulative projects would not conflict with California's energy conservation plans. As such, potential impacts due to a conflict with or obstruction of a state or local plan for renewable energy or energy efficiency would be less-than-cumulatively considerable.

4.5.6 Level of Significance Before Mitigation

4.5.6.1 Threshold ENE-1: Wasteful or Inefficient Energy Usage

Less than Significant: The Proposed Project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

4.5.6.2 Threshold ENE-2: Conflict with Renewable or Energy Efficiency Plan

Less than Significant: The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.5.7 Mitigation Measures

No mitigation measures are required because there were no significant impacts identified under the applicable thresholds.

4.5.8 Level of Significance After Mitigation

Because no mitigation measures are required, potential impacts are the same as described in Section 4.5.6.

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4.6 Geology and Soils

This section evaluates the potential for impacts on geology and soils resulting from implementation of the Perris Airport Logistics Center Project (Proposed Project or Project). Information presented in this section is primarily based on the following documents:

- Geotechnical Investigation Proposed Industrial Building Perris Airport Center prepared by Southern California Geotechnical (2021) and included in Appendix E of this Environmental Impact Report (EIR)

4.6.1 Environmental Setting

4.6.1.1 Regulatory Setting

This section describes the federal, state, and local regulatory framework adopted to address geology and soils.

Federal

Antiquities Act (16 USC 431–433)

The Antiquities Act of 1906 states, in part, the following:

That any person who shall appropriate, excavate, injure or destroy any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned or controlled by the Government of the United States, without the permission of the Secretary of the Department of the Government having jurisdiction over the lands on which said antiquities are situated, shall upon conviction, be fined in a sum of not more than five hundred dollars or be imprisoned for a period of not more than ninety days, or shall suffer both fine and imprisonment, in the discretion of the court.

Although there is no specific mention of natural or paleontological resources in the act itself or in the act's uniform rules and regulations (43 CFR 3), the term “objects of antiquity” has been interpreted to include fossils by the National Park Service, Bureau of Land Management, U.S. Forest Service, and other federal agencies. Permits to collect fossils on lands administered by federal agencies are authorized under this act. However, given the large gray areas left open to interpretation due to the imprecision of the wording, agencies are hesitant to interpret this act as governing paleontological resources.

Paleontological Resources Preservation, Omnibus Public Lands Act, Public Law 111-011, Title VI, Subtitle D

This legislation directs the Secretaries of the U.S. Department of the Interior and U.S. Department of Agriculture to manage and protect paleontological resources on federal land using “scientific

principles and expertise.” To formulate a consistent paleontological resources management framework, the act incorporates most of the recommendations from the Secretary of the Interior’s report Assessment of Fossil Management on Federal and Indian Lands (USDI 2000). In passing the act, Congress officially recognized the scientific importance of paleontological resources on some federal lands by declaring that fossils from these lands are federal property that must be preserved and protected. The act codifies existing policies of the Bureau of Land Management, National Park Service, U.S. Forest Service, Bureau of Reclamation, and U.S. Fish and Wildlife Service and provides the following:

- Uniform criminal and civil penalties for illegal sale and transport and theft and vandalism of fossils from federal lands
- Uniform minimum requirements for paleontological resource-use permit issuance (terms, conditions, and qualifications of applicants)
- Uniform definitions for “paleontological resources” and “casual collecting”
- Uniform requirements for curation of federal fossils in approved repositories

State

Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code, Section 2621, et seq.)

The Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972. Its primary purpose is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The act delineates “Earthquake Fault Zones” along faults that are “sufficiently active” and “well defined.” The act also requires that cities and counties withhold development permits for sites within an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault.

California Building Code (California Code of Regulations, Title 14, Part 2)

The National Model Code Standards adopted into Title 24, Part 2, of the California Code of Regulations, also referred to as the California Building Code (CBC), apply to all occupancies in California except for modifications adopted by state agencies and local governing bodies. The CBC establishes general standards for the design and construction of buildings, including provisions related to seismic safety. The CBC provides standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures in its jurisdiction. CBC Chapter 18, Soils and Foundations, specifies the level of soil investigation required by law in California. Requirements in Chapter 18 apply to building and foundations systems and consider reduction of potential seismic hazards. The most recent building

standard adopted by the legislature and used throughout the state is the 2022 version of the CBC (effective January 1, 2023). The 2022 CBC would apply to the Proposed Project.

California Public Resources Code, Section 5097.5

Paleontological sites are protected under a variety of state policies and regulations in the California Public Resources Code. In addition, paleontological resources are recognized as nonrenewable resources and receive protection under the California Public Resources Code and California Environmental Quality Act (CEQA). California Public Resources Code, Section 5097.5, states the following:

A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands. A violation of this section is a misdemeanor.

This statute prohibits the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, public corporation, or any agency thereof. As a result, local agencies are required to comply with California Public Resources Code, Section 5097.5, for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. California Public Resources Code, Section 5097.5, also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (state, county, city, and district) lands.

Natural Hazards Disclosure Act (California Civil Code, Section 1103.2)

The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a Natural Hazard Disclosure Statement when the property being sold lies within one or more state-mapped hazard areas, including a seismic hazard zone. California law also requires that, when houses built before 1960 are sold, the seller must give the buyer a completed earthquake hazards disclosure report and the booklet *The Homeowners Guide to Earthquake Safety*. This publication was written and adopted by the California Seismic Safety Commission.

Seismic Hazard Mapping Act (California Public Resources Code, Sections 2690–2699.6)

The Seismic Hazard Mapping Act was adopted by the state in 1990 to protect the public from the effects of non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-

induced landslides, and other ground failures. The act requires responsible agencies to only approve projects within seismic hazard zones following a site-specific investigation to determine if the hazard is present, and if so, the inclusion of appropriate mitigation. In addition, the act requires real estate sellers and agents at the time of sale to disclose if a property is in one of the designated seismic hazard zones.

Soils Investigation Requirements

California Health and Safety Code, Sections 17953–17955, and CBC Section 1802 include requirements for soils investigations for subdivisions requiring tentative and final maps and for other specified types of structures. Testing of samples from subsurface investigations, such as from borings or test pits, is required. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

Local

City of Perris General Plan

The specific policies outlined in the City of Perris General Plan that are related to geology and soils and that apply to the Proposed Project are listed in Table 4.10-2, City of Perris General Plan Consistency Analysis, of Section 4.10, Land Use and Planning, of this EIR. Notably, the Safety Element policies applicable to the analysis of geology and soils include:

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

Measure I.E.1	Require geological and geotechnical investigations by State-licensed professionals, in areas with potential for earthquake-induced liquefaction, landsliding, other slope instability, or settlement as part of the environmental and development review process.
Measure I.E.2	Require implementation of mitigation measures identified in such investigations mentioned above [in Measure I.E.1], prior to the issuance of grading and building permits.
Measure I.E.5	Adopt and enforce the most current version of the California Building Code (CBC).

City of Perris Building Code

Chapter 16.08 (Building, Plumbing and other Codes Adopted), of the City of Perris Municipal Code includes the City’s Building Code. Building construction is governed by the CBC; however, the City has amended and provided exemptions to the CBC that address specific geologic considerations in

the City. As identified in Chapter 16.08.050 (Adoption of the 2022 California Building Code), the 2022 CBC shall become the building codes of the City for regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area, and maintenance of all buildings and structures in the City.

4.6.1.2 Existing Conditions

Soils and Geology

Regional geologic conditions were obtained from the Preliminary Geologic Map of the Perris 7.5' Quadrangle, Riverside County, California, by Douglas M. Morton, published by the U.S. Geological Survey Department of Sciences University of California Riverside, 1996. This map indicates that the majority of the site is underlain by older alluvial deposits (Map Symbol Qvof), with a small area in the eastern region of the site consisting of younger alluvial deposits (Map Symbol Qv).

Southern California Geotechnical, Inc. previously performed a geotechnical investigation for a previously proposed RV storage lot, with the only structure consisting of an approximately 10,000-square-foot office building located in the northwestern region of the Project Site. As part of this investigation six borings (identified as Boring Nos. B-1 through B-6) were advanced to depths of approximately 5 to 20 feet below the existing site grades. Native alluvium was encountered at the ground surface at all of the boring locations. The near-surface alluvial soils generally consist of loose to medium dense silty sands and clayey sands, and stiff to very stiff sandy clays, extending to depths of approximately 2.5 to 6.5 feet below the existing site grades. The underlying native alluvium generally possesses higher strengths and densities and consists of clayey sands, silty sands, and sandy clays.

The subsurface exploration conducted for the Proposed Project consisted of five borings (identified as Boring Nos. B-7 through B-11) advanced to depths of approximately 5 to 50 feet below the existing site grades. One of these borings was advanced to a depth of approximately 50 feet as a part of the preliminary liquefaction evaluation. Native older alluvium was encountered at the ground surface at all of the boring locations, extending to depths of approximately 5 to 32 feet below the existing site grades. The alluvium generally consists of dense to very dense clayey sands and silty sands, and stiff to hard sandy clays, with occasional near-surface strata consisting of medium dense clayey sands, silty sands and sandy silts.

Cretaceous Val Verde Formation tonalite (Map Symbol Kvt) was encountered beneath the older alluvium at Boring No. B-7. The Val Verde Formation is described on this map as gray, weathered, relatively homogeneous, massive, medium- to coarse- grained tonalite.

Bedrock materials were encountered at Boring No. B-7 at a depth of approximately 32 to 50 feet below the existing site grades. Based on the bedrock encountered at this boring location, it is our opinion that the near-surface older alluvium in the western region of the site is underlain by tonalite

bedrock of the Val Verde Formation (Map Symbol Kvt). The bedrock is weathered, friable, and fine to coarse grained.

Groundwater

Free water was encountered during drilling at Boring Nos. B-7 and B-8, at depths of at depths of 30 and 23.5 feet, respectively, below the ground surface. Delayed groundwater level readings were taken at Boring No. B-7. This measurement was taken approximately 3 hours after the drilling was completed and the augers were removed. This reading indicated that the groundwater was at a depth of 25 feet at Boring No. B-7. Delayed groundwater readings could not be taken at Boring No. B-8 based on the shallower cave depth caused by the removal of the augers. Based on these observations, the static groundwater table is considered to have been present at a depth of 23.5 to 30 feet below the existing site grades at the time of the subsurface exploration.

According to the Geotechnical Investigation (Appendix E), several monitoring wells on record are located approximately one mile north of the Project Site. Water level readings within these monitoring wells indicate a high groundwater level of 37 feet below the ground surface in June 2007.

Topography

The Project Site consists of several irregular-shaped parcels which total approximately 81.64 acres in size. These parcels are located in the northern area of the Perris Valley Airport. The Project Site is currently vacant and generally undeveloped, apart from isolated areas in the north-central region of the Project Site. These areas are developed with what appears to be asphaltic concrete pavements. These pavements are located adjacent to the northern terminus of the existing Perris Valley Airport runway. The ground surface cover in the unpaved areas of the Project Site generally consists of exposed soil with moderate to extensive weed growth. Several large trees are present along the northern property line of the Project Site, and two large trees are present along the western property line.

The Project Site is relatively level with localized undulations of 1 to 2 feet.

Faulting and Seismicity

The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. Additionally, the site is not located within a Riverside County fault zone. No evidence of faulting was identified during the geotechnical investigation (Southern California Geotechnical 2021). Accordingly, the potential for fault rupture at the Project Site is extremely low.

Surface Fault Rupture

Ground surface rupture along an earthquake fault may cause damage to aboveground infrastructure and other features. The State of California has mapped known active faults that

may cause surface fault rupture in inhabited areas as part of the Alquist-Priolo Earthquake Fault Zoning Act. There are no known active faults crossing the Project Site and, as discussed above, the site is not located within an Alquist-Priolo Earthquake Fault Zone. The likelihood of surface fault rupture at the Project Site is relatively low. However, lurching or cracking of the ground surface as a result of nearby seismic events is possible.

Seismically Induced Ground Shaking

Strong ground shaking from an earthquake can result in damage associated with landslides, ground lurching, structural damage, and liquefaction. The Project Site is subject to moderate levels of seismically induced ground shaking due to its proximity to active faults capable of producing a maximum moment magnitude of 6.0 or more. According to the United States Geologic Survey, the de-aggregated mean magnitude for the Project Site is 6.97, based on the peak ground acceleration and soil classification C.

Liquefaction

Liquefaction is the loss of soil strength or stiffness due to a build-up of water pressure between soil particles during severe ground shaking or other rapid loading. This condition is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils that often make up alluvial materials. Lateral spreading is the finite, horizontal movement of material associated with pore pressure build-up or liquefaction. This process can occur in a shallow underlying deposit during an earthquake in areas susceptible to liquefaction. To occur, lateral spreading requires the existence of a continuous and laterally unconstrained liquefiable zone.

The Project Site is located within a zone of low to moderate liquefaction susceptibility as mapped by the County of Riverside. A potentially liquefiable soil stratum was encountered at a depth of 27 to 32 feet.

Lateral Spreading

Lateral spreading is the finite, horizontal movement of material associated with pore pressure build-up or liquefaction. This process can occur in a shallow underlying deposit during an earthquake in areas susceptible to liquefaction. To occur, lateral spreading requires the existence of a continuous and laterally unconstrained liquefiable zone. Lateral spreading can occur on gently sloping and on flat ground close to rivers and lakes. The potential for lateral spreading affecting the Project Site is considered low.

Landslides

Landslides are gravity-driven movements of earth materials that may include rock, soil, unconsolidated sediment, or combinations of such materials. The primary factors influencing the stability of a slope are the nature of the underlying soil or bedrock, the geometry of the slope

(height and steepness), and rainfall. The presence of historical landslide deposits is a good indicator of future landslides. Landslides are commonly triggered by unusually high rainfall and the resulting soil saturation, by earthquakes, or a combination of these conditions. The Slope Instability Map of the Safety Element of the City of Perris General Plan indicates that the Project Site is not mapped in an area susceptible to seismically induced landslides (Perris 2021).

Paleontological Setting

Paleontological resources are nonrenewable scientific and educational resources. Projects subject to CEQA must determine if a project would “directly or indirectly destroy a unique paleontological resource.” An impact to paleontological resources would be considered a significant impact if a project results in the direct or indirect destruction of a unique or important paleontological resource or site. A project site is deemed paleontologically sensitive if (1) it has fossils that have previously been recovered from a particular geologic unit; (2) there are recorded fossil localities within the same geologic units as occur within the project area; and (3) the types of fossil materials that have been recovered from the geologic unit are unique or important.

Paleontological Resources

The City of Perris General Plan Conservation Element Exhibit CN-7, Paleontological Sensitivity, identifies the potential for areas of the City to contain paleontological resources. The Project Site is located within Paleontological Sensitivity Area #5, low to high sensitivity, with younger alluvium overlying older fan alluvium at depth. Once excavation in this area reaches 5 feet below ground surface, the potential for impacts to paleontological resources changes from low to high potential.

4.6.2 Thresholds of Significance

According to Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), the Proposed Project would have a significant impact on geology and soils if it would:

- **Threshold GEO-1:** Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Rupture of a known earthquake fault, as delineated on the most 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.
 - Strong seismic ground shaking.
 - Seismic-related ground failure, including liquefaction.
 - Landslides.
- **Threshold GEO-2:** Result in substantial soil erosion or the loss of topsoil.

- **Threshold GEO-3:** Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
- **Threshold GEO-4:** Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- **Threshold GEO-5:** 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.
- **Threshold GEO-6:** Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

4.6.3 Regulatory Implementation

RI GEO-1 The Proposed Project will comply with specific policies outlined in the City of Perris General Plan that are related to geology and soils including Policy I.E, Measure I.E.1, Measure I.E.2, and Measure I.E.5.

RI GEO-2 The Project will comply with City of Perris Building Code – Chapter 16.08 (Building, Plumbing and other Codes Adopted).

4.6.4 Environmental Impacts

The following sections address potential impacts relating to geology and soils that could result from implementation of the Proposed Project.

4.6.4.1 Threshold GEO-1: Exposure to Seismic-Related Hazards

Impact Analysis

Fault rupture can occur along pre-existing, known active fault traces; however, fault rupture also can splay from known active faults or rupture along unidentified fault traces. The site-specific Geotechnical Investigation indicates that the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone nor a Riverside County fault zone, and Southern California Geotechnical did not identify any evidence of faulting during the geotechnical investigations. Accordingly, the Geotechnical Investigation concludes that the potential for fault rupture on the Project Site is extremely low. There would be no impact related to the potential to expose people or structures directly or indirectly to substantial adverse effects related to ground rupture.

The Project Proponent/Developer is required to implement seismic design considerations in accordance with the CBC, which is reflected in City of Perris General Plan Safety Element Implementation Measure I.E.5. Notably, the City would apply a mandatory condition of approval on the Proposed Project that would require all buildings to be constructed in accordance with the City of Perris Building Code, which incorporates the CBC.

The Project Site is located within a seismically active region and strong seismic ground shaking could occur. The Proposed Project would be required to be in conformance with the most recent CBC and Perris Municipal Code Title 16, Buildings and Construction. Further, as required by City of Perris General Plan Safety Element Policy S7.2, the Proposed Project would be built and maintained in accordance with the site-specific Geotechnical Investigation (Appendix E). The Geotechnical Investigation concluded that it is feasible to support the Proposed Project on shallow foundations. The Geotechnical Investigation includes site-specific seismic design parameters and provides design/construction recommendations for geotechnical design, grading, construction, foundations, floor slabs, exterior flatwork, retaining walls, and pavement. Consistent with the City of Perris General Plan policies cited above, the Proposed Project would be designed and constructed in accordance with all final Geotechnical Investigation recommendations (referred to as mitigation measures in Safety Element Implementation Measure I.E.2 above), which are based on CBC requirements. The investigation is required to be consistent with State of California guidelines for the preparation of seismic hazard evaluation reports. As such, potential impacts related to strong seismic ground shaking would be less than significant.

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

The Riverside County GIS website indicates that the western portion of the Project Site is located within a zone of low liquefaction susceptibility and the eastern portion of the Project Site is located within a zone of moderate liquefaction susceptibility.

Potentially liquefiable soils were encountered at the 50-foot-deep boring location. A potentially liquefiable soil stratum was encountered at Boring No. B-7 at a depth of 27 to 32 feet. Settlement analysis was performed for the potentially liquefiable stratum.

The result of the settlement analysis indicates a potential total settlement of 0.77 inch at Boring No. B-7. Based on the settlement analysis, differential settlements are expected to be 0.5 inch or less. The estimated differential settlement can be assumed to occur across a distance of 100 feet, indicating a maximum angular distortion of less than 0.001 inch per inch.

It is considered feasible to support the structures contemplated by the Proposed Project (Buildings 1 and 2) on shallow foundations. Such a foundation system can be designed to resist the effects of the anticipated differential settlements, to the extent that the structure would not catastrophically fail. Designing the proposed structure to remain completely undamaged during a major seismic event is not considered to be economically feasible. Based on this understanding, the use of

shallow foundation systems is considered to be the most economical means of supporting the Proposed Project structures.

To support the Proposed Project buildings on shallow foundations (such as spread footings) the structural engineer would be required to verify that the structures would not catastrophically fail due to the predicted dynamic differential settlements. Any utility connections to the structures should be designed to withstand the estimated differential settlements. It should also be noted that minor to moderate repairs, including re-leveling, restoration of utility connections, and repair of damaged drywall and stucco, would likely be required after occurrence of the liquefaction-induced settlements.

The use of a shallow foundation system, as described in the Geotechnical Investigation (Appendix E), is typical for buildings of this type, where they are underlain by the extent of liquefiable soils encountered at the site. The post-liquefaction damage that could occur within the buildings proposed for the Project Site would be typical of similar buildings in the vicinity of the Proposed Project. Therefore, a less than significant impact would occur.

Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The Project Site is relatively flat and is not located in an area mapped as an earthquake-induced landslide hazard area (California Department of Conservation 2024). Further, all structures and foundations requiring building permits would be required to meet CBC requirements to withstand ground shaking and minimizing potential impacts resulting from liquefaction. Adherence to the CBC would ensure that potential impacts from seismic-related ground failure, including liquefaction would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.6.4.2 Threshold GEO-2: Soil Erosion or Topsoil Loss

Impact Analysis

Erosion is the process by which the upper layers of the surface (such as soils) are worn and removed by the movement of water or wind. Soils with characteristics such as low permeability and low cohesive strength are more susceptible to erosion than those soils having higher permeability and cohesive strength. Wind erosion can damage land and natural vegetation by removing soil from one place and depositing it in another. It mostly affects dry, sandy soils in flat, bare areas, but wind erosion may occur wherever soil is loose, dry, and finely granulated. According to soil data compiled by the United States Department of Agriculture, soils on the Project Site and surrounding area primarily contain a low susceptibility to water erosion (USDA 2021). However, under existing conditions, the Project Site has the potential to contribute

windblown soil and sand because it is undeveloped with no or little vegetative cover and contains loose and dry topsoil conditions.

Constructed-Related Erosion

Grading and excavation during the construction phase of the Proposed Project could temporarily increase the potential for soils to be subject to wind and water erosion. Some of the near-surface soils possess appreciable silt and clay content and may become unstable if exposed to significant moisture infiltration or disturbance by construction traffic. In addition, based on their granular content, some of the on-site soils will also be susceptible to erosion. The Project Site should, therefore, be graded to prevent ponding of surface water and to prevent water from running into excavations.

As further discussed in Section 4.9, Hydrology and Water Quality, of this EIR, pursuant to the requirements of the State Water Resources Control Board, the Project Proponent/Developer would be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction activities, including grading. The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and excavation that disturb at least 1 acre of total land area. The City's municipal separate storm sewer system (MS4) NPDES Permit requires development projects to prepare and submit to the City for approval a site-specific Storm Water Pollution Prevention Plan to demonstrate compliance with the NPDES permit requirements. The Storm Water Pollution Prevention Plan is required to identify a combination of erosion control and sediment control measures (i.e., Best Management Practices) that would reduce or eliminate sediment discharge to surface water from stormwater and non-stormwater discharges during construction. Additionally, the Proposed Project would be constructed in accordance with the City of Perris Stormwater/Urban Runoff Management and Discharge Control Ordinance (Perris Municipal Code, Chapter 14.22). In addition, as discussed in Section 4.2, Air Quality, of this EIR, the Project Proponent/Developer would be required to comply with South Coast AQMD Rule 403's requirements related to fugitive dust control, which would reduce the amount of particulate matter in the air and minimize the potential for wind erosion. With mandatory compliance with all applicable regulatory requirements as presented in the Air Quality and Hydrology and Water Quality sections of this EIR, the potential for water and wind erosion on the Project Site during construction activities would be less than significant.

Post-Construction Impacts

Operation of the Proposed Project would result in an increase in impervious areas and uses that could increase runoff or pollutants into surface water or groundwater. The Proposed Project would comply with the Section G, "New Development and Redevelopment," of the Municipal Regional Stormwater Permit (NPDES Permit No. CAS 618033) which aims to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address soluble and insoluble stormwater runoff pollutant discharges and prevent

increases in runoff from projects. The provision requires regulated projects to include low-impact development practices, such as pollutant source control measures and stormwater treatment features aimed to maintain or restore the site's natural hydrologic functions.

The Municipal Regional Stormwater Permit also requires that stormwater treatment measures are properly installed, operated, and maintained to ensure long-term management of on-site flows.

Further, as required by the City's Stormwater/Urban Runoff Management and Discharge Control Ordinance, the Proposed Project would be required to submit a preliminary Water Quality Management Plan (WQMP) for review and approval, prior to the City's consideration of the first discretionary approval of the Project (land use entitlement permit); and a final WQMP, prior to the issuance of grading permits. The Project-specific WQMP would be consistent with the City's Ordinance and the Riverside County WQMP, and include appropriate site design, source control, and treatment control BMPs to minimize runoff and soil erosion throughout Project operations. Therefore, potential operational impacts related to substantial soil erosion or loss of topsoil would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.6.4.3 Threshold GEO-3: Geologic Stability

Impact Analysis

Seismic-related ground failure is addressed under Threshold GEO-1, above. Expansive soil is addressed under Threshold GEO-4, below. The following discussion of the potential settlement and shrinkage/subsidence potential is summarized from the Geotechnical Investigation, as applicable (Appendix E).

Settlement Potential

Settlement refers to unequal compression of a soil foundation, shrinkage, or undue loads being applied to a building after its initial construction that affect the soil foundation. The potential total dynamic settlement at this boing location is estimated to be 0.77 inch. Based on the estimate magnitude of the differential settlements, the Proposed Project buildings may be supported on shallow foundations. Further, the potential for seismically induced settlement is considered low. Refer to Threshold GEO-1, Exposure to Seismic-Related Hazards, above for further discussion on liquefaction and settlement. The Project Proponent/Developer will comply with the site-specific ground preparation and construction recommendations contained in the Project's geotechnical investigations. Therefore, potential impacts would be less than significant.

Shrinkage/Subsidence

Potential Subsidence is a gradual settling or sudden sinking of the ground surface (i.e., loss of elevation). The principal causes of subsidence are aquifer-system compaction, drainage of organic soils, underground mining, and natural compaction. Shrinkage is the reduction in volume in soil as the water content of the soil drops (i.e., loss of volume).

Removal and recompaction of the near-surface native soils is estimated to result in an average shrinkage of 3 to 13 percent. However, shrinkage estimates for the individual samples range between 1 and 25 percent based on the results of density testing and the assumption that the on-site soils will be compacted to about 92 percent of the ASTM D-1557 maximum dry density. It should be noted that the shrinkage estimate is based on the results of dry density testing performed on small-diameter samples of the existing soils taken at the boring locations.

Minor ground subsidence is expected to occur in the soils below the zone of removal due to settlement and machinery working. The subsidence is estimated to be 0.1 foot. This estimate may be used for grading in areas that are underlain by native alluvial soils.

These estimates are based on previous experience and the subsurface conditions encountered at the boring locations. The Project Proponent/Developer would comply with the site-specific ground preparation and construction recommendations contained in the Proposed Project's geotechnical investigations. Based on the foregoing, potential impacts related to soil shrinkage/subsidence and collapse would be less than significant.

Lateral Spreading

The Project Site is relatively level with localized undulations of 1 to 2 feet. The Project Site is not located adjacent to any hillsides or other areas with significant slopes, and it is not subject to landslides from on-site areas or adjacent areas with steep slopes. Lateral spreading typically results when ground shaking moves soil toward an area where soil integrity is weak or unsupported.

Lateral spreading typically occurs on the surface of a slope, although it does not occur strictly on steep slopes. Lateral spreading is directly associated with areas of liquefaction, which is discussed in Threshold GEO-1, above. As previously discussed, the use of a shallow foundation system, as described in the Geotechnical Investigation (Appendix E), is typical for buildings of this type, where they are underlain by the extent of liquefiable soils encountered at the site. The post-liquefaction damage that could occur within the buildings proposed for the Project Site would be typical of similar buildings in the vicinity of the Proposed Project. The Proposed Project would be required to conform with the requirements set forth in the City of Perris Municipal Code as detailed in the above sections and all pertinent portions of the CBC. This would include approval of grading plans. In addition, adherence to all applicable regulations and conformance to applicable building codes added to the Proposed Project would ensure that potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.6.4.4 Threshold GEO-4: Expansive Soils

Impact Analysis

Expansive soils are soils that exhibit cyclic shrink and swell patterns in response to variations in moisture content.

The expansion potential of the on-site soils was determined in general accordance with ASTM D-4829 methodology. Soil testing conducted as part of the Geotechnical Investigations identified some of the near-surface soils at this site possess a low expansion potential. Boring No. B-1 had a very low expansion potential (EI) of 5; Boring No. B-5 had a low EI of 24; and Boring No. B-7 had a low EI of 21.

The near-surface soils at the Project Site range from clayey sands, silty sands, and sandy clays. As previously indicated, laboratory testing performed on representative samples of the near-surface soils indicate that these materials possess very low to low expansion potential (EI's = 5, 21, and 24). Based on the presence of expansive soils at the Project Site, care should be given to proper moisture conditioning the building pad subgrade soils to a moisture content of 2 to 4 percent above the ASTM D-1557 optimum during site grading. In addition to adequately moisture conditioning the subgrade soils and fill soils during grading, special care must be taken to maintaining moisture content of these soils at 2 to 4 percent above the optimum moisture content. This would require the contractor to frequently moisture condition these soils throughout the grading process, unless grading occurs during a period of relatively wet weather.

As noted previously, the Project Site is underlain by low expansive soils. Support of new flatwork on low expansive soils carries a minor risk with respect to flatwork movement and potential distress.

The Proposed Project would be required to be constructed in conformance with the CBC and City of Perris Municipal Code Title 16. Additionally, provisions would be made to limit the potential for surface water to penetrate the soils immediately adjacent to the new structure. These provisions should include directing surface runoff into rain gutters and area drains, reducing the extent of landscaped areas around the structure, and sloping the ground surface away from the building. Where possible, it is recommended that landscaped planters not be located immediately adjacent to the proposed building. If landscaped planters around the building are necessary, it is recommended that drought-tolerant plants or a drip irrigation system be used, to minimize the potential for deep moisture penetration around the structure. Per Section 19.71.050 of the Perris Municipal Code, irrigation shall be provided as appropriate for tree species and location. No tree shall be planted on City property without automatic irrigation and controls. Highly drought-tolerant trees, or trees newly

planted in irrigated turf areas may have temporary irrigation systems as approved by the City's landscape architect for a minimum of 2 years. Tolerance for recycled water as provided by the Eastern Municipal Water District shall be ensured. With conformance with the CBC and Perris Municipal Code Title 16, and implementation of the provisions and recommendations outlined in the Geotechnical Investigation (Appendix E), a less than significant impact would occur.

Significance of Impact

Less Than Significant Impact.

4.6.4.5 Threshold GEO-5: Septic Tanks or Alternative Wastewater Disposal Systems

Impact Analysis

The Proposed Project would connect to existing sewer lines for conveyance of wastewater to treatment facilities, and there would be no impact related to on-site soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

Significance of Impact

No Impact.

4.6.4.6 Threshold GEO-6: Paleontological Resources

Impact Analysis

Paleontological resources are typically found in geologic strata that was deposited during the Pleistocene Epoch which includes the time between 2.6 million years ago until approximately 11,700 years ago. The Holocene Epoch began about 11,700 years ago and consists of younger sedimentary deposits and fossils that are considered less likely to be found. Construction of the Proposed Project would require grading and excavation of soils, and therefore, would have high potential to encounter paleontological resources during activities beyond this depth. Accordingly, City of Perris General Plan Conservation Element Implementation Measure IV.A.4 requires paleontological monitoring of development sites within Paleontological Sensitivity Area #5 once subsurface excavations reach 5 feet in depth, with monitoring levels reduced if appropriate, at the discretion of a certified Project paleontologist. This requirement is applied to the Proposed Project as mitigation measure MM GEO-1. Implementation of mitigation measure MM GEO-1 would reduce potential impacts to a less than significant level.

Significance of Impact

Potentially Significant without mitigation.

4.6.5 Cumulative Impacts

The following sections address various potential cumulative impacts relating to geology and soils that could result from implementation of the Proposed Project.

Geology and soil-related impacts are generally site-specific and are determined by particular on-site soil characteristics, proximity to faults, topography, and proposed land uses. Development projects are analyzed on an individual basis and must comply with established requirements of the applicable jurisdiction's development standards and the CBC as they pertain to protection against known geologic hazards and potential geologic and soil-related impacts.

4.6.5.1 Cumulative Threshold GEO-1: Exposure to Seismic-Related Hazards

Cumulative effects related to geology resulting from the implementation of future development of the Proposed Project as well as surrounding areas could expose more people and property to potential impacts due to seismic activity. Long-term impacts related to geology include the exposure of people to the potential for seismically induced ground shaking. Implementation of other cumulative projects would incrementally increase the number of people and structures subject to a seismic event. Seismic and geologic significance is considered on a project-by-project basis through the preparation of design-level geotechnical studies. The potential for any project to be affected by or any project to exacerbate an existing geotechnical hazard would be minimized or not occur through strict engineering guidelines as they pertain to protection against known geologic hazards and potential geologic and soil-related impacts.

4.6.5.2 Cumulative Threshold GEO-2: Soil Erosion or Topsoil Loss

With respect to erosion, as discussed under Threshold GEO-2, regulatory requirements mandate that the Proposed Project incorporate measures design during construction and long-term operation to ensure that significant erosion impacts do not occur. Other development projects in the vicinity of the Proposed Project would be required to comply with the same regulatory requirements as the Proposed Project to preclude substantial adverse water and wind erosion impacts. Because the Proposed Project and other cumulative projects would be subject to similar mandatory regulatory requirements to control erosion hazards during construction and long-term operation, the Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to erosion.

4.6.5.3 Cumulative Threshold GEO-3: Geologic Stability

4.6.5.4 Cumulative Threshold GEO-4: Expansive Soils

Development of the Proposed Project as well as all past, present, and future projects would be required to be constructed in accordance with the latest edition of the CBC and to adhere to all current earthquake construction standards, including those relating to soil characteristics set forth

by the City. Therefore, no elements of the Proposed Project would contribute to any cumulatively considerable geologic and soils impacts.

4.6.5.5 Cumulative Threshold GEO-5: Septic Tanks or Alternative Wastewater Disposal Systems

As previously indicated, the Proposed Project would connect to existing sewer lines and would not cause an impact with regard to septic tanks or alternative wastewater disposal systems, impacts would not be cumulatively considerable.

4.6.5.6 Cumulative Threshold GEO-6: Paleontological Resources

Although development activities on the Project Site would not impact any known paleontological resources, there is the potential that such resources are buried beneath the surface of the Project Site and could be impacted during construction. Other projects within the region would similarly have the potential to impact unknown, subsurface paleontological resources during ground-disturbing activities. However, implementation of mitigation measure MM GEO-1 for the Proposed Project, and similar mitigation requirements for development in the City, would ensure the proper identification and subsequent treatment of any paleontological resources that may be encountered during ground-disturbing activities associated. With implementation of mitigation measure MM GEO-1, the Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact to paleontological resources.

4.6.6 Level of Significance Before Mitigation

4.6.6.1 Threshold GEO-1: Exposure to Seismic-Related Hazards

With implementation of design considerations in accordance with the CBC and implementation of recommendations from the Geotechnical Investigation, the Proposed Project would have a less than significant impact with regard to exposure to seismic-related hazards.

4.6.6.2 Threshold GEO-2: Soil Erosion or Topsoil Loss

The Proposed Project would not result in a substantial adverse impact with regard to substantial soil erosion or the loss of topsoil.

4.6.6.3 Threshold GEO-3: Geologic Stability

With adherence to all applicable regulations and conformance to applicable building codes, the Proposed Project would not result in significant adverse impacts with regard to geologic stability.

4.6.6.4 Threshold GEO-4: Expansive Soils

With conformance with the CBC and City of Perris Municipal Code Title 16, and implementation of the provisions and recommendations outlined in the Geotechnical Investigation (Appendix E), a less than significant impact would occur.

4.6.6.5 Threshold GEO-5: Septic Tanks or Alternative Wastewater Disposal Systems

The Proposed Project would be connected to existing sewer lines, and there would be no impact related to on-site soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

4.6.6.6 Threshold GEO-6: Paleontological Resources

The Proposed Project would have the potential to directly or indirectly destroy a unique paleontological resource.

4.6.7 Mitigation Measures

4.6.7.1 Threshold GEO-6: Paleontological Resources

MM GEO-1: Prior to the issuance of grading permits, the Project Proponent/Developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program. The Paleontological Resource Impact Mitigation Monitoring Program shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during on- and off-site subsurface excavation that exceeds 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 off-site Project improvement areas until the Project 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 Project paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The Project paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The Project 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.

4.6.8 Level of Significance After Mitigation

4.6.8.1 Threshold GEO-6: Paleontological Resources

The Proposed Project would have a less than significant impact with incorporation of mitigation measure MM GEO-1.

4.7 Greenhouse Gas Emissions

This section evaluates the potential for impacts on greenhouse gas (GHG) emissions resulting from the Perris Airport Logistics Center Project (Proposed Project). Information presented in this section related to construction and operation emissions is based on California Emissions Estimator Model (CalEEMod) modeling prepared by Harris & Associates dated June 21, 2024, and included in Appendix B to this EIR.

At the Draft EIR public scoping meeting on November 1, 2023, there were no comments regarding greenhouse gas emissions received in response from Planning Commissioners, organizations' representatives, or members of the public.

4.7.1 Environmental Setting

The following sections describe the environmental setting for the Proposed Project as it relates to GHG emissions.

4.7.1.1 Global Climate Change Overview

Climate change refers to any substantial change in measures of climate (such as temperature, precipitation, or wind) lasting for decades or longer. Earth's climate has changed many times during the planet's history, including events ranging from ice ages to long periods of warmth. Historically, natural factors, such as volcanic eruptions, changes in Earth's orbit, and the amount of energy released from the sun, have affected Earth's climate. Some GHGs, such as water vapor, occur naturally and are emitted to the atmosphere through natural processes, while others are emitted through human activities. Beginning in the late 18th century, human activities associated with the Industrial Revolution changed the composition of the atmosphere and, therefore, very likely influenced Earth's climate.

The accumulation of GHGs in the atmosphere regulates Earth's temperature. Without the natural heat-trapping effects of GHGs, Earth's temperature would be approximately 86 degrees Fahrenheit (°F) cooler (Riebeek 2010). However, it is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of GHGs in the atmosphere beyond the level of naturally occurring concentrations.

The Global Carbon Project (2020) released an update of the global carbon budget for the year 2019. The atmospheric carbon dioxide (CO₂) concentration in 2019 was 410 parts per million (ppm), 48 percent above the concentration at the start of the Industrial Revolution (about 280 ppm in 1750). Global GHG emissions experienced an unprecedented drop in 2020 but are likely to rebound in 2021. It is projected that global fossil fuel CO₂ equivalent (CO₂e) emissions in 2021 will rebound 4.9 percent compared to 2020 to 36.4 billion metric tons (MT) of CO₂, returning to nearly 2019 emission levels of 36.7 billion MT CO₂. The annual mean growth rate of atmospheric

CO₂ has shown a steady increase. The highest growth rates since 1960 occurred in 1987, 1998, and 2015–2016, even reflecting a strong El Niño, which weakens the land sink effect (Jackson et al. 2021).

4.7.1.2 Regulatory Setting

This section describes the federal, state, and local regulatory framework adopted to address GHG emissions.

Federal

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (EPA) is responsible for implementing federal policy to address global climate change. In 2009, the EPA issued a Final Rule for mandatory reporting of GHG emissions, which applies to fossil fuel and industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and requires annual emissions reporting. This rule does not regulate the emission of GHGs; it only requires the monitoring and reporting of GHG emissions for those sources above certain thresholds.

State

Assembly Bill 32 and Senate Bill 32: California Global Warming Solutions Act

Assembly Bill (AB) 32 requires the California Air Resources Board (CARB) to reduce statewide GHG emissions to 1990 levels by 2020. As part of this legislation, CARB was required to prepare a “Scoping Plan” that demonstrates how the state will achieve this goal. The first Scoping Plan was adopted in 2011 and describes local governments as “essential partners” in meeting the statewide goal, recommending a GHG reduction level 15 percent below 2005–2008 levels (depending on when a full emissions inventory is available) by 2020.

CARB released the 2017 Scoping Plan Update on January 20, 2017. The 2017 Scoping Plan Update provides strategies for achieving the 2030 target established by Executive Order (EO) B-30-15 and codified in Senate Bill (SB) 32 (40 percent below 1990 levels by 2030). The most recent update to the Scoping Plan, the 2022 Scoping Plan, was adopted by CARB in December 2022. The 2022 Scoping Plan assesses progress toward the statutory 2030 target and identifies a path to achieving carbon neutrality by 2045.

Assembly Bill 341: Commercial Recycling

AB 341 sets a statewide goal of 75 percent recycling, composting, or source reduction of solid waste by the year 2020. As required by AB 341, the California Department of Resources Recycling and Recovery (CalRecycle) adopted the Mandatory Commercial Recycling Regulation on January 17, 2012. The regulation was approved by the Office of Administrative Law on May 7, 2012. It became

effective immediately and clarified the responsibilities in implementing mandatory commercial recycling. The Mandatory Commercial Recycling Regulation focuses on increased commercial waste diversion as a method to reduce GHG emissions. The regulation is designed to achieve a 5 MMT CO₂ reduction in GHG emissions, which equates to roughly an additional 2–3 MT CO₂ of currently disposed commercial solid waste being recycled by 2020 and thereafter.

Assembly Bill 1007: State Alternative Fuels Plan

AB 1007 (Chapter 371, Statutes of 2005) required the California Energy Commission (CEC) to prepare a state plan to increase the use of alternative fuels in California. The CEC prepared the State Alternative Fuels Plan in partnership with CARB and in consultation with other state, federal, and local agencies. The State Alternative Fuels Plan presents strategies and actions that California must take to increase the use of alternative nonpetroleum fuels in a manner that minimizes the costs to California and maximizes the economic benefits of in-state production. The State Alternative Fuels Plan assesses various alternative fuels and develops fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuel use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Assembly Bill 1493: Clean Car Standards

Also known as “Pavley I,” AB 1493 standards were the nation's first GHG standards for automobiles. AB 1493 requires CARB to adopt vehicle standards that lower GHG emissions from new light-duty automobiles to the maximum extent feasible. In January 2012, CARB adopted the Advanced Clean Cars Program to achieve additional GHG emissions reductions for passenger vehicles for model years 2017–2025. The program includes low emissions vehicles (LEV) regulations and zero-emission vehicle regulations. Together, the two standards increased average fuel economy to roughly 43 miles per gallon in 2020 (and more for years beyond 2020).

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the CEC. The act established state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission regulates privately owned utilities in the energy, rail, telecommunications, and water fields.

California Code of Regulations Title 24, Part 6

California Code of Regulations, Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings), was established in 1978 to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although the standards were not originally intended to reduce GHG emissions, electricity production by fossil fuels and natural

gas use result in GHG emissions, and energy-efficient buildings require less electricity and natural gas. Therefore, increased energy efficiency results in decreased GHG emissions.

The CEC adopted its 2008 Standards on April 23, 2008, in response to AB 32. The 2008 Standards were adopted to (1) provide California with an adequate, reasonably priced, and environmentally sound supply of energy; (2) pursue California energy policy, which states that energy efficiency is the resource of first choice for meeting California's energy needs; (3) meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes every 3 years; and (4) meet the requirements of EO B-18-12 and those in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards. The latest update of the California Code of Regulations, Title 24, Part 6, which went into effect on January 1, 2023, significantly increases the energy efficiency of new residential and non-residential buildings.

California Green Building Standards Code (California Code of Regulations, Title 24, Part 11)

The California Green Building Standards Code (CALGreen) was adopted in 2010 and went into effect on January 1, 2011. Further updates to CALGreen went into effect on January 1, 2017, January 1, 2020, and January 1, 2023. CALGreen is the first statewide mandatory green building code and significantly raises the minimum environmental standards for construction of new buildings in California. The mandatory provisions in CALGreen reduce the use of volatile organic compound-emitting materials, strengthen water conservation, and require construction waste recycling. The latest 2022 update of the CALGreen Code went into effect on January 1, 2023. The 2022 CALGreen Code mandatory measures for nonresidential uses that reduce GHG emissions and are applicable to the Proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).

- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106. 5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1. 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
 - Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor- mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20

gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).

- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELo), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 SF or for excess consumption where any tenant within a new building or within an addition that is projected to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).

The 2022 CalGreen Building Standards Code has been adopted in Perris Municipal Code Section 16.08.050.

Executive Order B-30-15: 2030 Greenhouse Gas Emissions Reduction Target

On April 29, 2015, Governor Jerry Brown announced through EO B-30-15 the following GHG emissions target:

- By 2030, California shall reduce GHG emissions to 40 percent below 1990 levels.

The emissions reduction target of 40 percent below 1990 levels by 2030 is an interim-year goal to make it possible to reach the ultimate goal of reducing emissions 80 percent under 1990 levels by 2050. The EO directs CARB to provide a plan with specific regulations to reduce statewide sources of GHG emissions. EO B-30-15 does not include a specific guideline for local governments.

Executive Order N-79-20: Zero-Emission Vehicles

EO N-79-20, signed by Governor Gavin Newsom on September 23, 2020, directs the state to require that, by 2035, all new cars and passenger trucks sold in California be zero-emission vehicles to reduce transportation GHG emissions, the primary source of emissions in the state. Following the EO, CARB will develop regulations to mandate that 100 percent of in-state sales of new passenger cars and trucks are zero emission by 2035 and that all operations of medium- and heavy-duty vehicles shall be 100 percent zero emission by 2045 where feasible.

Executive Order S-01-07: Low Carbon Fuel Standard

In 2007, Governor Arnold Schwarzenegger signed EO S-01-07, which mandates (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020, and (2) that a low carbon fuel standard (LCFS) for transportation fuels be established in California. CARB developed the LCFS regulation pursuant to the state's authority under AB 32 and the federal Clean Air Act and adopted it in 2009.

Executive Order S-06-06: Biofuel and Biopower Production Targets

EO S-06-06, signed on April 25, 2006, by Governor Schwarzenegger, establishes targets for the use and production of biofuels and biopower, and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The EO establishes the following targets to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels within California by 2010, 40 percent by 2020, and 75 percent by 2050. The EO also calls for the state to meet a target for use of biomass electricity. The 2011 Bioenergy Action Plan identifies those barriers and recommends actions to address them so the state can meet its clean energy, waste reduction, and climate protection goals. The 2012 Bioenergy Action Plan updates the 2011 plan and provides a more detailed action plan to achieve the following goals (BIWG 2012):

- Increase environmentally and economically sustainable energy production from organic waste;
- Encourage development of diverse bioenergy technologies that increase local electricity generation, combined heat and power facilities, renewable natural gas, and renewable liquid fuels for transportation and fuel cell applications;
- Create jobs and stimulate economic development, especially in rural regions of the state; and
- Reduce fire danger, improve air and water quality, and reduce waste.

As of 2016, 2.7 percent of the total electricity system power in California was derived from biomass.

Executive Order S-3-05: Greenhouse Gas Emissions Reduction Targets

On June 1, 2005, Governor Schwarzenegger announced, through EO S-3-05, the following GHG emissions targets:

- By 2010, California shall reduce GHG emissions to 2000 levels.
- By 2020, California shall reduce GHG emissions to 1990 levels.
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

EO S-3-05 also laid out state agencies' responsibilities for implementation and reporting on progress toward these targets.

Assembly Bill 197

In 2016, the California Legislature adopted AB 197, which was signed by Governor Brown. AB 197 amends California Health and Safety Code, Division 25.5, and establishes a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and includes provisions to ensure the benefits of state climate policies reach disadvantaged communities.

Assembly Bill 1279

AB 1279, the California Climate Crisis Act, enacted in September 2022, updated the goals of AB 32. The bill established a statewide goal to achieve net-zero GHG emissions by 2045 and to achieve and maintain net-negative GHG emissions thereafter. Additionally, the bill established a specific target for statewide anthropogenic GHG emissions to be reduced to at least 85 percent below the 1990 levels by 2045. The bill requires CARB to work with relevant state agencies to ensure that updates to the Scoping Plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable CO₂ removal solutions and carbon capture, utilization, and storage technologies in California, as specified. The bill also requires CARB to submit an annual progress report.

Senate Bill 97: California Environmental Quality Act Greenhouse Gas Emissions

SB 97, enacted in 2007, amended the California Environmental Quality Act (CEQA) to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. The legislation directed the California Governor's Office of Planning and Research to develop Draft CEQA Guidelines "for the mitigation of GHG emissions or the effects of GHG emissions" and directed the resources agency to certify and adopt the CEQA Guidelines. Section 15183.5, Tiering and Streamlining the Analysis of GHG Emissions, was added as part of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) amendments that became effective in 2010 and describes the criteria needed in a GHG reduction plan that would allow for tiering and streamlining of CEQA analysis for development projects.

Senate Bill 350: California Renewables Portfolio Standards Program

The California Renewables Portfolio Standards program was established in 2002 under SB 1078 and accelerated in 2006 under SB 107 by requiring that 20 percent of electricity retail sales be served by renewable energy sources by 2010. Subsequent recommendations in California energy policy reports advocated a goal of 33 percent by 2020, and on November 17, 2008, Governor Schwarzenegger signed EO S-14-08, requiring electricity retailers to serve 33 percent of their load with renewable energy by 2020. In April 2011, SB X1-2 codified EO S-14-08, setting the new Renewables Portfolio Standards targets at 20 percent by the end of 2013, 25 percent by the end of 2016, and 33 percent by the end of 2020 for electricity retailers. Most recently, Governor Brown signed SB 350 in October 2015, which extended the Renewables Portfolio Standards target by

requiring retail sellers to procure 50 percent of their electricity from renewable energy resources by 2030.

Senate Bill 375: Sustainable Communities Strategy

SB 375 was adopted in 2008 and provides a new planning process that coordinates land use planning, Regional Transportation Plans, and funding priorities to help California meet the GHG reduction goals established in AB 32. SB 375 requires Regional Transportation Plans, developed by Metropolitan Planning Organizations, to incorporate a Sustainable Communities Strategy in their Regional Transportation Plans. The goal of the Sustainable Communities Strategy is to reduce regional vehicle miles traveled (VMT) through land use planning and consequent transportation patterns. SB 375 also includes provisions for streamlined CEQA review for some infill projects, such as transit-oriented development.

Regional

South Coast Air Quality Management District

The Project Site is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (AQMD).

South Coast AQMD Regulation XXVII, Climate Change

Rules 2700 and 2701

The South Coast AQMD adopted Rules 2700 and 2701 on December 5, 2008, which establishes the administrative structure for a voluntary program designed to quantify GHG emission reductions. Rule 2700 establishes definitions for the various terms used in Regulation XXVII – Global Climate Change. Rule 2701 provides specific protocols for private parties to follow to generate certified GHG emission reductions for projects within the South Coast Air Basin. Approved protocols include forest projects, urban tree planting, and manure management. The South Coast AQMD is currently developing additional protocols for other reduction measures. For a GHG emission reduction project to qualify, it must be verified and certified by the South Coast AQMD Executive Officer, who has 60 days to approve or deny the Plan to reduce GHG emissions. Upon approval of the Plan, the Executive Officer is required to issue a certified receipt of the GHG emission reductions within 90 days.

Rule 2702

The South Coast AQMD adopted Rule 2702 on February 6, 2009, which establishes a voluntary air quality investment program from which South Coast AQMD can collect funds from parties that desire certified GHG emission reductions, pool those funds, and use them to purchase or fund GHG emission reduction projects within two years, unless extended by the South Coast AQMD Governing Board. Priority will be given to projects that result in co-benefit emission reductions of

GHG emissions and criteria or toxic air pollutants within environmental justice areas. Further, this voluntary program may compete with the cap-and-trade program identified for implementation in CARB's Scoping Plan, or a federal cap and trade program.

Rule 3002

The South Coast AQMD amended Rule 3002 on November 5, 2010, to require facilities that emit greater than 100,000 tons per year of CO₂e to apply for a Title V permit by July 1, 2011. A Title V permit is for facilities that are considered major sources of emissions.

South Coast AQMD Threshold Development

For GHG emissions and global warming, there is currently no established, universally agreed-upon “threshold of significance” by which to measure an impact. A variety of agencies have developed greenhouse gas emission thresholds and/or have made recommendations for how to identify a threshold. However, the thresholds for projects within the jurisdiction of the South Coast AQMD remain in flux. The California Air Pollution Control Officers Association explored a variety of threshold approaches but did not recommend one approach (CAPCOA 2008). CARB recommended approaches for setting interim significance thresholds (CARB 2008), in which a draft industrial project threshold suggests that non-transportation related emissions under 7,000 MTCO₂e per year would be less than significant; however, CARB has not approved those thresholds and has not published anything since then. The South Coast AQMD has explored the development of significance thresholds, as discussed below.

The South Coast AQMD has been evaluating GHG significance thresholds since April 2008. On December 5, 2008, the South Coast AQMD Governing Board adopted an interim greenhouse gas significance threshold of 10,000 MT CO₂e per year for stationary sources, rules, and plans where the South Coast AQMD is lead agency (South Coast AQMD permit threshold).

The South Coast AQMD has continued to consider the development and adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses (South Coast AQMD Draft Local Agency Threshold):

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a locally adopted GHG reduction plan. If a project is consistent with a qualifying locally adopted GHG reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening thresholds, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a

project's emissions are under one of the following screening thresholds, then the Proposed Project is less than significant:

- Option 1
 - All industrial projects: 10,000 MT CO₂e per year. Based on non-industrial land use type: residential: 3,500 MT CO₂e per year; commercial: 1,400 MT CO₂e per year; or mixed-use: 3,000 MT CO₂e per year.
- Option 2
 - All non-industrial land use types: 3,000 MT CO₂e per year.

The thresholds identified above have not been adopted by the South Coast AQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. If CARB adopts statewide significance thresholds, South Coast AQMD staff plan to report back to the South Coast AQMD Governing Board regarding any recommended changes or additions to the South Coast AQMD's interim threshold. The only update to the South Coast AQMD's GHG thresholds since 2010 is that the 10,000 MT CO₂e per year threshold for industrial projects is now included in the South Coast AQMD's March 2023 South Coast AQMD Air Quality Significance Thresholds document that is published for use by local agencies.

In the absence of other thresholds of significance promulgated by the South Coast AQMD, and because the City of Perris does not presently have its own thresholds of significance, the City has been using the South Coast AQMD's 10,000 MT CO₂e per year threshold for industrial projects and the draft thresholds for nonindustrial projects for the purpose of evaluating the GHG impacts associated with proposed general development projects. This approach is consistent with CEQA Guidelines. Section 15064.7(b), which states that “a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.” The South Coast AQMD is the regional authority on air emissions and has published documentation for threshold development (South Coast AQMD 2008). Although the AB 32 target of reducing statewide emissions to 1990 levels by 2020 was the primary state goal at the time of the South Coast AQMD threshold development, the South Coast AQMD also determined that the interim thresholds would contribute to achieving the Executive Order S-3-05 goal of reducing emissions to 80 percent below 1990 levels by 2050. SB 32 adopted an interim threshold of 40 percent reduction from 1990 levels by 2030 to put the state on track to achieve the S-3-05 2050 target. The S-3-05 target has been superseded by the AB 1279 goal of an 85 percent reduction in anthropogenic emissions from 1990 levels by 2045. The 2022 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2022 Scoping Plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support the Clean Power Plan and other Federal actions. Additionally, the Scoping Plan acknowledges that new technologies and statewide

policies would be required to achieve the AB 1279 target beyond 2030, such as increased emissions reduction standards and increased use of zero-emissions vehicles. As such, a goal of 85 percent reduction from 1990 levels or net-zero GHG emissions is not prescribed as a local target or threshold. The 2030 interim target remains an appropriate threshold for local agencies to achieve a fair share reduction toward statewide emissions reduction goals. As such, the City of Perris and other lead agencies throughout the basin continue to apply the South Coast AQMD adopted and draft thresholds. The City's evaluation of impacts under the 10,000 MT CO₂e per year threshold is also considered to be conservative since it is being applied to all of the GHG emissions generated by a proposed development project (i.e., area sources, energy sources, vehicular sources, solid waste sources, and water sources) whereas the South Coast AQMD's adopted 10,000 MT CO₂e per year threshold applies only to the new stationary sources generated at industrial facilities.

Local

The City of Perris Climate Action Plan (CAP) was completed in February 2016. The Perris CAP was developed to address global climate change through the reduction of harmful greenhouse gas emissions at the community level and as part of California's mandated statewide GHG reduction goal (AB 32). Through the Perris CAP, the city has developed multiple sustainable strategies to directly benefit the community by decreasing carbon emissions while adapting to a changing climate. The programs and actions provided in the Perris CAP were developed to help the city grow healthily, resourcefully, and sustainably.

4.7.1.3 Existing Conditions

Greenhouse Gases

GHGs are present in the atmosphere naturally, released by natural sources, or formed from secondary reactions taking place in the atmosphere. The following gases are widely seen as the principal contributors to human-induced global climate change:¹

- CO₂
- Methane (CH₄)
- Nitrous oxide (N₂O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur hexafluoride (SF₆)

Over the last 200 years, human activities have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions increase GHG concentrations in the atmosphere and enhance the natural greenhouse effect, which scientists believe can cause global warming. While

¹ The GHGs listed are consistent with the definition in Assembly Bill (AB) 32 (California Government Code, Section 38505), as discussed in this section.

GHGs produced by human activities include naturally occurring GHGs (e.g., CO₂, methane, and nitrous oxide), some gases (e.g., hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) are completely new to the atmosphere. Certain other gases (e.g., water vapor) are short lived in the atmosphere compared to these GHGs, which remain in the atmosphere for significant periods of time and contribute to climate change in the long term. Water vapor is generally excluded from the list of GHGs because it is short lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes (e.g., oceanic evaporation). The following discussion summarizes the characteristics of the six primary GHGs.

Carbon Dioxide

In the atmosphere, carbon generally exists in its oxidized form as CO₂. Natural sources of CO₂ include the respiration (breathing) of humans, animals, and plants; volcanic outgassing; decomposition of organic matter; and evaporation from the oceans. Human-caused sources of CO₂ include the combustion of fossil fuels and wood, waste incineration, mineral production, and deforestation. Earth maintains a natural carbon balance, and when concentrations of CO₂ are upset, the system gradually returns to its natural state through natural processes. Natural changes to the carbon cycle work slowly, especially compared to the rapid rate at which humans are adding CO₂ to the atmosphere. Natural removal processes (e.g., photosynthesis by land- and ocean-dwelling plant species) cannot keep pace with this extra input of human-made CO₂, and consequently, the gas is building up in the atmosphere. The concentration of CO₂ in the atmosphere has risen approximately 30 percent since the late 1800s.

Methane

Methane is produced when organic matter decomposes in environments lacking sufficient oxygen. Natural sources of methane include fires, geologic processes, and bacteria that produce methane in a variety of settings (most notably wetlands). Anthropogenic sources include rice cultivation, livestock, landfills and waste treatment, biomass burning, and fossil fuel combustion (e.g., the burning of coal, oil, and natural gas). As with CO₂, the major removal process of atmospheric methane (a chemical breakdown in the atmosphere) cannot keep pace with source emissions, and methane concentrations in the atmosphere are increasing.

Nitrous Oxide

Nitrous oxide is produced naturally by a variety of biological sources, particularly microbial action in soils and water. Tropical soils and oceans account for the majority of natural source emissions. Nitrous oxide is also a product of the reaction that occurs between nitrogen and oxygen during fuel combustion. Both mobile and stationary combustion sources emit nitrous oxide. The quantity of nitrous oxide emitted varies according to the type of fuel, technology, and pollution control device used, as well as maintenance and operating practices. Agricultural soil management and fossil fuel combustion are the primary sources of human-generated nitrous oxide emissions in the state.

Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride

Hydrofluorocarbons are primarily used as substitutes for ozone (O₃)-depleting substances regulated under the Montreal Protocol.² Perfluorocarbons and sulfur hexafluoride are emitted from various industrial processes, including aluminum smelting, semiconductor manufacturing, electric power transmission and distribution, and magnesium casting. No aluminum or magnesium production occurs in the State of California; however, rapid growth in the semiconductor industry, which is active in the state, has led to greater use of perfluorocarbons.

Global Warming Potential

The GHGs described previously vary considerably in terms of global warming potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another GHG. GWP is based on several factors, including the relative effectiveness of a GHG in absorbing infrared radiation and the length of time that the GHG remains in the atmosphere (referred to as “atmospheric lifetime”). The GWP of each GHG is measured relative to CO₂, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO₂ over a specified time period. GHG emissions are typically measured in terms of metric tons³ (MT) of CO₂e. For example, nitrous oxide is 265 times more potent at contributing to global warming than CO₂. Table 4.7-1, Global Warming Potential for Selected Greenhouse Gases, identifies the GWP for each relevant GHG.

Table 4.7-1. Global Warming Potential for Selected Greenhouse Gases

Pollutant	Atmospheric Lifetime (Years)	GWP (100-Year)²
Carbon Dioxide (CO ₂)	~100 ¹	1
Methane (CH ₄)	12	25
Nitrous Oxide (N ₂ O)	121	298

Source: CAPCOA 2022. Consistent with CalEEMod, Version 2022.1.1.24.

Notes: GWP = global warming potential

¹ CO₂ has a variable atmospheric lifetime and cannot be readily approximated as a single number.

² The warming effects over a 100-year period relative to other GHGs.

Emissions and Inventories

Global Emissions

Worldwide anthropogenic GHG emissions in 2010 were approximately 49,000 million metric tons (MMT) of CO₂e, including ongoing emissions from industrial and agricultural sources and emissions from land use changes (e.g., deforestation, biomass decay). CO₂ emissions from fossil

² The Montreal Protocol is an international treaty that was approved on January 1, 1989, and was designated to protect the O₃ layer by phasing out the production of several groups of halogenated hydrocarbons that are believed to be responsible for O₃ depletion and are also potent GHGs.

³ A metric ton is equivalent to approximately 1.1 tons.

fuel use and industrial processes account for 65 percent of the total emissions of 49,000 MMT CO₂e (which include land use changes), and CO₂ emissions account for 77 percent of total GHG emissions. Methane emissions account for 16 percent of total GHG emissions, and nitrous oxide emissions account for 6 percent of total GHG emissions (IPCC 2014).

United States Emissions

In 2022, the United States emitted approximately 6.3 billion MT CO₂e. Total U.S. emissions increased by 17 percent from 2005 to 2022, and emissions increased from 2021 to 2022 by one percent. The increase in GHG emissions was largely attributable to an increase in fossil fuel combustion. This increase in fossil fuel consumption emissions was from increased energy use, due in part to the continued rebound in economic activity after the height of the COVID-19 pandemic (EPA 2024).

State of California Emissions

CARB is responsible for developing the state GHG Emission Inventory. This inventory estimates the amount of GHGs emitted to and removed from the atmosphere by human activities in the state and supports the AB 32 Climate Change Program. CARB's current GHG emission inventory covers the years 2000-2021 and is based on fuel use, equipment activity, industrial processes, and other relevant data (e.g., housing, landfill activity, and agricultural lands).

According to CARB emission inventory estimates, the state emitted approximately 381.3 MMT CO₂e emissions in 2021. This is an increase of 12.6 MMT CO₂e from 2020 but a 5.7 percent decrease since 2019. Both the 2019 to 2020 decrease and the 2020 to 2021 increase in emissions are likely due in large part to the impacts of the COVID-19 pandemic that were felt globally. The largest emissions category in the transportation sector is On-Road Transportation, which consists of passenger vehicles (cars, motorcycles, and light-duty trucks) and heavy-duty vehicles. Transportation accounts for approximately 38.2 percent of statewide emissions, followed by the industrial sector (19.4 percent) and electricity sector (16.4 percent of statewide emissions). The remaining sources of GHG emissions were in residential and commercial activities at 10 percent, agriculture at 8 percent, high-GWP gases at 6 percent, and recycling and waste at 2 percent (CARB 2023).

City of Perris

The Perris CAP included a baseline inventory of community-wide GHG emissions. Total aggregated community emissions for Perris were approximately 378,099 MT CO₂e in 2010. Transportation accounted for the largest share of emissions (60 percent), followed by residential energy use (20 percent) and commercial and industrial energy use (15 percent). Waste generation and wastewater and sewer systems accounted for the remaining 5 percent (City of Perris 2016).

4.7.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact on GHG emissions if it would:

- **Threshold GHG-1:** Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- **Threshold GHG-2:** Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

4.7.3 Regulatory Implementation

RI GHG-1 The Proposed Project will comply with all applicable requirements of the City of Perris Good Neighbor Guidelines – (Perris GNG) Siting New and/or Modified Industrial Facilities, adopted May 2022.

4.7.4 Environmental Impacts

The following sections address various potential impacts relating to GHG emissions that could result from implementation of the Proposed Project.

4.7.4.1 Threshold GHG-1: Generation of Greenhouse Gas Emissions

Impact Analysis

As described in Section 4.7.1.2, Regulatory Setting, under South Coast AQMD Threshold Development, the significance of Project GHG emissions is determined based on the South Coast AQMD threshold of 10,000 MT CO₂e per year for industrial uses. Project GHG emissions are quantified for construction and operation and compared to this threshold below. Consistent with South Coast AQMD recommendations, construction-related GHG emissions are amortized over a 30-year Project lifetime and added to operational emissions.

Construction and operation emissions were modeled for the Proposed Project using CalEEMod Version 2022.1.1.24. Construction is assumed to require approximately 2 years. Default construction equipment fleet and vehicle trips for worker and haul trips are assumed. A total of 186,500 cubic yards of soil would be required for import to both Site 1 (which includes Buildings 1 and 2) and Site 2 (truck and trailer storage) composing the Proposed Project. Project operational emissions are calculated for baseline year 2025 and future year 2045. Total daily vehicle traffic and fleet mix was obtained from the traffic analysis for the Proposed Project (Appendix J). The CalEEMod default vehicle mix was revised based on the passenger vehicle and truck trip percentages calculated for each Project component in Appendix J. Truck types were determined using guidance from CAPCOA (2013). Consistent with South Coast AQMD recommendations, a truck trip length of 40 miles is assumed for Buildings 1 and 2 in both scenarios, and passenger vehicle trip length was modified so that total VMT for Buildings 1 and 2 was consistent with the

VMT calculated for these buildings in the Traffic Analysis and VMT Analysis. As described in Section 4.13, Transportation, Site 2 is a locally serving use that was screened out of VMT analysis. As such, Project-specific VMT was not calculated for Site 2, and the CalEEMod average default trip lengths of approximately 13 miles is assumed for Site 2, including truck trip distance. As a locally serving use, a 40-mile trip length would not be appropriate for Site 2 truck trips. The 40-mile trip length is intended to represent average trip lengths from distribution facilities to and end facility to deliver goods, such as a port. The purpose of the Site 2 parking facility is to provide a location for trucks to stop in between distribution facilities and end destinations. As such, new VMT attributable to Site 2 would be limited to a truck's diversion from its route to Site 2. As the site is located less than 2 miles from any Interstate 215 interchange, the default trip length is likely conservative. Model default calculations for energy use, water use, consumer product use, landscaping, and solid waste generation are assumed. Refer to Appendix B for detailed modeling input and output.

Table 4.7-2 summarizes Project construction and baseline operation GHG emissions, and Table 4.7-3 summarizes Year 2045 Project emissions. Table 4.7-2 shows that the total for the Proposed Project's emissions would be 10,341 MT CO₂e per year and would exceed the South Coast AQMD threshold of 10,000 MT CO₂e per year for industrial uses. As shown in Table 4.7-3, emissions would be reduced to below the South Coast AQMD threshold by the Year 2045 due to reduced emissions from the electricity section, increased vehicle emissions standards, and a calculated reduction in Project VMT (refer to Section 4.13). As previously described, Site 2 would be a locally-serving use and calculated mobile emissions for the Proposed Project are likely conservative. However, because calculated short-term emissions would exceed the South Coast AQMD threshold, this impact would be potentially significant.

Table 4.7-2. Proposed Project-Related Baseline Year Greenhouse Gas Emissions

Emissions Source	Emissions (MT CO ₂ e)
Area and Refrigerants	18
Electricity	879
Natural Gas	881
Mobile	7,711
Waste	254
Water	499
Emergency Fire Pump Testing (two pumps, 30 minutes per week)	7
Amortized Construction Emissions	99
Total Annual Emissions	10,348
<i>Threshold of Significance</i>	<i>10,000</i>
Significant Impact?	Yes

Source: CalEEMod, Version 2022.1.1.24. Refer to Appendix B for model output.

Notes: MT CO₂e = metric tons of carbon dioxide equivalent

Table 4.7-3. Proposed Project-Related Year 2045 Greenhouse Gas Emissions

Emissions Source	Emissions (MT CO₂e)
Area and Refrigerants	18
Electricity	659
Natural Gas	881
Mobile	4,857
Waste	254
Water	442
Emergency Fire Pump Testing (two pumps, 30 minutes per week)	7
Amortized Construction Emissions	99
Total Annual Emissions	7,217
<i>Threshold of Significance</i>	<i>10,000</i>
Significant Impact?	No

Source: CalEEMod, Version 2022.1.1.24. Refer to Appendix B for model output.

Notes: MT CO₂e = metric tons of carbon dioxide equivalent

Significance of Impact

Short-term Project emissions would exceed the 10,000 MT CO₂e threshold. This impact would be potentially significant without mitigation.

4.7.4.2 Threshold GHG-2: Conflict with Applicable Plan

Impact Analysis

The statewide emissions reduction targets and the Perris CAP are the applicable plans for reducing GHG emissions for the Proposed Project. As stated previously, the South Coast AQMD's Tier 3 thresholds used Executive Order S-3-05 goal as the basis for deriving the screening level. Executive Order S-3-05 included the goal to reduce greenhouse gas emissions to 80 percent below 1990 levels by 2050. The interim threshold to achieve S-3-05, the 2030 goal established in SB 32, continues to be an interim target for the updated statewide emissions reduction target in AB 1279. AB 1279 is further addressed below. However, given that South Coast AQMD's Tier 3 thresholds were designed to help achieve long-term emissions reduction goals consistent with the SB 32 interim emissions reduction target, consistency with SB 32 and Executive Order S-3-05 can be evaluated by determining if the Proposed Project would exceed the threshold. As described above, the Proposed Project's emissions would exceed the applicable South Coast AQMD threshold of 10,000 MTCO₂e per year in the short-term and would not be consistent with Executive Order S-3-05 or the interim target of SB 32. However, near-term GHG emissions would be reduced to below the 10,000 MT CO₂e threshold with implementation of mitigation measures MM GHG-1 and MM TR-1. Additionally, long-term Project emissions would be reduced below the threshold without additional mitigation. As such, the Proposed Project would be on track to meet the SB 32 and S-3-05 reduction targets with implementation of mitigation measures MM GHG-1 and MM TR-1. Furthermore, as further described below, reductions in GHG emissions are increasingly addressed via regulatory requirements at the state level and the Proposed Project would be required to comply with these regulations as they come into effect.

The state has most recently adopted AB 1279, which establishes an accelerated goal of reducing statewide anthropogenic GHG emissions by 85 percent below 1990 levels by 2045. The CARB 2022 Scoping Plan outlines a roadmap for the state to meet this target. The Scoping Plan acknowledges that new technologies will be required to be developed in order to meet this target. Regarding distribution centers, the Scoping Plan focuses on implementation of increasingly stringent truck emissions standards, including the Advanced Clean Trucks and Advanced Clean Fleets regulations. Additionally, Executive Order N-79-20 includes a target that 100-percent of medium- and heavy-duty vehicles will be zero-emission by 2045 for all operations where feasible, and by 2035 for drayage trucks. These regulations are designed to transition trucks to zero-emissions technology (CARB 2022). Trucks served by the Proposed Project would be subject to all State emissions standards regulations. As shown in Table 4.7-2 and Table 4.7-3, mobile

emissions account for the largest share of Project emissions. Implementation of State emissions reduction standards for passenger vehicle and trucks would reduce Project mobile emissions in accordance with State goals for transportation sustainability, including emissions from distribution centers. The Proposed Project would comply with all applicable state regulations, which also include the CALGreen standards for building energy and water use efficiency, and waste diversion requirements. As such, the Proposed Project would comply with the 2022 Scoping Plan.

The Perris CAP is a plan to reduce City-wide GHG emissions consistent with the AB 32 target of reducing GHG emissions to 1990 levels by 2020. The Perris CAP is based on 2020 emission projections and AB 32 and does not account for more recently passed legislation with more stringent policies and guidelines. However, the Perris CAP remains the most recent City-adopted plan related to GHG emissions reductions. As described above, the Proposed Project would be consistent with plans to achieve more aggressive targets and would therefore be consistent with Perris CAP emissions targets. Similar to the 2022 Scoping Plan, applicable GHG reduction measures in the Perris CAP include Measure SR-11, Goods Movement, that focuses on transition of truck fleets to low emissions technologies. The Perris CAP also includes measures for energy efficiency (Measure SR-2), construction waste diversion (Measure SR-13), and water efficiency (Measure SR-14) that would be implemented consistent with State regulations, including CALGreen. As described above, the Proposed Project and future truck fleets that access the site would be required to comply with State standards. As such, Proposed Project emissions would be reduced consistent with the Perris CAP.

As described above, the Proposed Project would be consistent with Statewide GHG reduction goals and the Perris CAP with mitigation. Potential impacts related to applicable GHG regulation plans would be potentially significant prior to mitigation.

Significance of Impact

The Proposed Project would exceed the South Coast AQMD Tier 3 threshold in the short-term without mitigation and would therefore result in a potentially significant impact related to consistency with statewide emissions reduction goals.

4.7.5 Cumulative Impacts

The following sections address various potential cumulative impacts relating to GHG emissions that could result from implementation of the Proposed Project.

4.7.5.1 Cumulative Threshold GHG-1: Generation of Greenhouse Gas Emissions

The geographic scope of consideration for GHG emissions is on a global scale as such emissions contribute, on a cumulative basis, to global climate change. Given the nature of environmental consequences from GHG emissions, CEQA requires that lead agencies evaluate the cumulative

impacts of GHGs, even relatively small additions, on a global basis. By nature, GHG evaluations are a cumulative study, and a significant cumulative impact exists. As described in Section 4.7.4.1, Threshold GHG-1: Generation of Greenhouse Gas Emissions, implementation of the Proposed Project would result in short-term emissions above the applicable South Coast AQMD significance threshold. Mitigation Measures MM GHG-1 and MM TR-1 would reduce emissions to below the threshold. As such, implementation of the Proposed Project would not be cumulatively considerable with mitigation.

4.7.5.2 Cumulative Threshold GHG-2: Conflict with Applicable Plan

The plans and policies applicable to the Proposed Project and cumulative projects for reducing GHG emissions include statewide emissions reductions targets and the Perris CAP. Similar to Proposed Project, construction and future operation of cumulative projects would be required to comply with Statewide regulations, including CALGreen standards for building energy and water efficiency. State emissions reductions standards passenger vehicles, truck fleets, and the energy sector would result in ongoing emissions reductions consistent with State and City emission reduction goals. As such, implementation of the Proposed Project and cumulative projects would not result in a significant cumulative impact with respect to consistency with applicable regulations and applicable mitigation.

4.7.6 Level of Significance Before Mitigation

4.7.6.1 Threshold GHG-1: Generation of Greenhouse Gas Emissions

Potentially Significant: Short-term Project emissions would exceed the 10,000 MT CO_{2e} threshold. This impact would be potentially significant without mitigation.

4.7.6.2 Threshold GHG-2: Conflict with Applicable Plan

Potentially Significant: The Proposed Project would exceed the South Coast AQMD Tier 3 threshold in the short-term without mitigation and would, therefore, result in a potentially significant impact related to statewide emissions reduction goals.

4.7.7 Mitigation Measures

4.7.7.1 Threshold GHG-1: Generation of Greenhouse Gas Emissions

MM GHG-1: On-Site Renewable Energy Generation. Prior to the issuance of building permits, the Project Proponent/Developer shall provide documentation (e.g., building plans) that design of Buildings 1 and 2 would include the installation of solar panels to offset estimated Project electricity use by at least 25 percent.

4.7.8 Level of Significance After Mitigation

4.7.8.1 Threshold GHG-1: Generation of Greenhouse Gas Emissions

Mitigation measure MM GHG-1 would reduce Project emissions related to energy use. Additionally, as described in Section 4.13, implementation of a Transportation Demand Management Plan (TDM) for the Proposed Project would reduce VMT from Buildings 1 and 2 by approximately 4.1 percent. Table 4.7-4, Proposed Project-Related Mitigated Base Year Greenhouse Gas Emissions, presents the Proposed Project near-term GHG emissions with implementation of mitigation measures MM GHG-1 and MM TRAN-1. As shown in Table 4.7-4, implementation of a TDM plan and installation of an on-site photovoltaic system would reduce GHG emissions to below the 10,000 MT CO₂e threshold in the short-term. This impact would be reduced to a less than significant level.

Table 4.7-4. Proposed Project-Related Mitigated Base Year Greenhouse Gas Emissions

Emissions Source	Emissions (MT CO ₂ e)
Area and Refrigerants	18
Electricity	721
Natural Gas	881
Mobile	7,477 ¹
Waste	254
Water	499
Amortized Construction Emissions	99
Total Annual Emissions	9,949
<i>Threshold of Significance</i>	<i>10,000</i>
Significant Impact?	No

Source: CalEEMod, Version 2022.1.1.24. Refer to Appendix B for model output.

Notes: MT CO₂e = metric tons of carbon dioxide equivalent

¹ Buildings 1 and 2 account for 74 percent of total daily VMT. MM TRA-1 is assumed to reduce 74 percent of mobile emissions by 4.1 percent (234 MT CO₂e).

4.7.8.2 Threshold GHG-2: Conflict with Applicable Plan

With implementation of mitigation measures MM GHG-1 and MM TRAN-1, potential impacts to GHG emissions from Proposed Project would be reduced to less than significant levels. No significant and unavoidable impacts would remain.

4.8 Hazards and Hazardous Materials

This section evaluates the potential for impacts on hazards and hazardous materials resulting from implementation of the Perris Airport Logistics Center Project (Proposed Project or Project). Information presented in this section is primarily based on the following document:

- Wind Tunnel Velocity Measurement Report for Safety and Hazard Analysis (2024), included in Appendix F of this Environmental Impact Report (EIR)
- Phase I Environmental Site Assessment Report, Dedeaux Goetz Perris, Partner Engineering and Science, Inc, May 2022 (Appendix F.1)

For purposes of this EIR, the term “toxic substance” is defined as a substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may present an unreasonable risk of injury to human health or the environment. Toxic substances include chemical, biological, flammable, explosive, and radioactive substances. The term “hazardous material” is defined as a substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may: 1) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, disposed of, or otherwise mismanaged; or 2) cause or contribute to an increase in mortality or an increase in irreversible or incapacitating illness. Hazardous waste is defined in the California Code of Regulations, Title 22, Section 66261.3. The defining characteristics of hazardous waste are ignitability (oxidizers, compressed gases, and extremely flammable liquids and solids); corrosivity (strong acids and bases); reactivity (explosives or generates toxic fumes when exposed to air or water); and toxicity (materials listed by the U.S. Environmental Protection Agency [EPA] as capable of inducing systemic damage to humans or animals). Certain wastes are called “Listed Wastes” and are found in the California Code of Regulations, Title 22, Sections 66261.30 through 66261.35. Wastes appear on the lists because of their known hazardous nature or because the processes that generate them are known to produce hazardous wastes (which are often complex mixtures).

There were multiple Notice of Preparation comments received regarding the analysis of hazards and hazards materials. Members of the public expressed concerns with safety impacts with regard to Perris Valley Airport and its patrons; consideration of design features for the safety of skydivers; compliance with Federal Aviation Administration (FAA) standards; an extensive review of the wind study; concern over potential for wildfire as a result of aircraft crashes; and Airport Land Use Commission (ALUC) considerations.

4.8.1 Environmental Setting

4.8.1.1 Regulatory Setting

This section describes the federal, state, regional, and local regulatory framework adopted to address hazards and hazardous materials.

Federal

Comprehensive Environmental Response, Compensation, and Liability Act (U.S. Code, Title 42, Section 9601 et seq.)

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 is a law developed to protect the water, air, and soil resources from the risks created by past chemical disposal practices. This law is also referred to as the “Superfund Act” and regulates sites on the National Priority List, which are called “Superfund sites.”

Emergency Planning and Community Right-To-Know Act (U.S. Code, Title 42, Chapter 116)

In 1986, Congress passed the Superfund Amendments and Reauthorization Act. Title III of this regulation may be cited as the “Emergency Planning and Community Right-to-Know Act of 1986” (EPCRA). The EPCRA requires the establishment of state commissions, planning districts, and local committees to facilitate the preparation and implementation of an Emergency Plan. Under these requirements, local emergency planning committees are responsible for developing a plan that includes the following to prepare for and respond to a chemical emergency:

- An identification of local facilities and transportation routes where hazardous materials are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting drills to test the plan. The plan is reviewed by the State Emergency Response Commission and publicized throughout the community. The local emergency planning committee is required to review, test, and update the plan each year.

Another purpose of the EPCRA is to inform communities and residents of chemical hazards in their areas. Sections 311 and 312 require businesses to report to state and local agencies the location and quantities of chemicals stored on site. Under Section 313, manufacturers are required to report chemical releases for more than 600 designated chemicals. In addition to chemical releases, regulated facilities are also required to report off-site transfers of waste for treatment or disposal at separate facilities, pollution prevention measures, and chemical recycling activities. The U.S. Environmental Protection Agency maintains the Toxic Release Inventory database that documents the information that regulated facilities are required to report annually.

Resource Conservation and Recovery Act (U.S. Code, Title 42, Section 6901 et seq.)

The Resource Conservation and Recovery Act is the principal federal law that regulates generation, management, and transportation of hazardous waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act of 1975 empowered the Secretary of Transportation to designate as hazardous material any “particular quantity or form” of a material that “may pose an unreasonable risk to health and safety or property.” Hazardous materials regulations are subdivided by function into four basic areas:

- Procedures and/or Policies 49 Code of Federal Regulations (CFR) Parts 101, 106, and 107
- Material Designations 49 CFR Part 172
- Packaging Requirements 49 CFR Parts 173, 178, 179, and 180
- Operational Rules 49 CFR Parts 171, 173, 174, 175, 176, and 177 (OSHA, 2020a)

The Hazardous Materials Transportation Act is enforced by use of compliance orders [49 USC, Section 1808(a)], civil penalties [49 USC, Section 1809(b)], and injunctive relief (49 USC, Section 1810). The Hazardous Materials Transportation Act (Section 112, 40 USC 1811) preempts state and local governmental requirements that are inconsistent with the statute, unless that requirement affords an equal or greater level of protection to the public than the requirement imposed by the Hazardous Materials Transportation Act.

Hazardous Materials Transportation Uniform Safety Act of 1990

In 1990, Congress enacted the Hazardous Materials Transportation Uniform Safety Act to clarify the maze of conflicting state, local, and federal regulations. Like the Hazardous Materials Transportation Act, the Hazardous Materials Transportation Uniform Safety Act requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous when they pose unreasonable risks to health, safety, or property. The statute includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials.

Occupational Safety and Health Act

Congress passed the Occupational and Safety Health Act to ensure worker and workplace safety. Their goal was to make sure employers provide their workers a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions. To establish standards for

workplace health and safety, the legislation also created the National Institute for Occupational Safety and Health as the research institution for the prevention of work-related injury and illness. The Occupational Safety and Health Administration (OSHA) is a division of the U.S. Department of Labor that oversees the administration of the Occupational and Safety Health Act and enforces standards in all 50 states.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides the EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances or mixtures. Certain substances are generally excluded from the TSCA, including, among others, food, drugs, cosmetics, and pesticides. The TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls, asbestos, radon, and lead-based paint. Various sections of the TSCA provide authority to:

- Require, under Section 5, pre-manufacture notification for “new chemical substances” before manufacture.
- Require, under Section 4, testing of chemicals by manufacturers, importers, and processors where risks or exposures of concern are found.
- Issue Significant New Use Rules (SNURs), under Section 5, when it identifies a “significant new use” that could result in exposures to, or releases of, a substance of concern.
- Maintain the TSCA Inventory, under Section 8, which contains more than 83,000 chemicals. As new chemicals are commercially manufactured or imported, they are placed on the list.
- Require those importing or exporting chemicals, under Sections 12(b) and 13, to comply with certification reporting and/or other requirements.
- Require, under Section 8, reporting and record-keeping by persons who manufacture, import, process, and/or distribute chemical substances in commerce.

Require, under Section 8(e), that any person who manufactures (including imports), processes, or distributes in commerce a chemical substance or mixture and who obtains information which reasonably supports the conclusion that such substance or mixture presents a substantial risk of injury to health or the environment to immediately inform the EPA, except where the EPA has been adequately informed of such information. Under 15 USC 2607(e), the EPA screens all TSCA b Section 8(e) submissions as well as voluntary “For Your Information” submissions. The latter are not required by law but are submitted by industry and public interest groups for a variety of reasons.

State

California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) program was implemented on January 1, 1997, in response to Senate Bill 1889, and replaces the former California Risk Management and Prevention Program. The purpose of the CalARP program is to prevent accidental releases of substances that can cause serious harm to the public and the environment, and to minimize the damage if releases do occur.

CalARP requires certain facilities (referred to as “stationary sources”) which handle, manufacture, use, or store any regulated substances above threshold quantities to take actions to proactively prevent and prepare for accidental releases. Facilities subject to CalARP requirements must submit a Risk Management Plan.

The California Environmental Protection Agency oversees the implementation of the CalARP program at the state level, while Certified Unified Program Agencies and/or Participating Agencies implement the CalARP program at the local level.

California Code of Regulations, Title 22, Division 4.5

Title 22, Division 4.5, of the California Code of Regulations sets forth the requirements for hazardous waste generators, transporters, and owners or operators of treatment, storage, or disposal facilities. These regulations include the requirements for packaging, storage, labeling, reporting, and general management of hazardous waste before shipment. In addition, the regulations identify standards applicable to transporters of hazardous waste. These regulations specify the requirements for transporting shipments of hazardous waste, including manifesting, vehicle registration, and emergency accidental discharges during transportation.

California Fire Code (California Code of Regulations, Title 24, Part 9)

The California Fire Code sets forth requirements for building materials and methods pertaining to fire safety and life safety, fire protection systems in buildings, emergency access to buildings, and handling and storage of hazardous materials. The City of Perris adopts the update to the California Fire Code every 3 years.

Government Code, Section 65302, requires the Safety Element of a General Plan to address evacuation routes. The CAL FIRE Safety Element checklist also requires cities to address evacuation routes. In addition, Senate Bill 99 (2018) requires a Safety Element upon the next revision of the housing element on or after January 1, 2020, to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes.

California Hazardous Waste Control Law

The responsibility for implementing the Resource Conservation and Recovery Act was given to the California Environmental Protection Agency's Department of Toxic Substances Control (DTSC) in August 1992. The DTSC is also responsible for implementing and enforcing California's own hazardous waste laws; the Hazardous Waste Control Law (Health and Safety Code [HSC], Division 20, Chapter 6.5, Article 2, Section 25100, et seq.) is the primary hazardous waste statute in California. The Hazardous Waste Control Law implements Resource Conservation and Recovery Act as a "cradle-to-grave" waste management system in the State. It specifies that generators have the primary duty to determine if their wastes are hazardous and to ensure its proper management. The Hazardous Waste Control Law also establishes criteria for the reuse and recycling of hazardous wastes used or reused as raw materials. The Hazardous Waste Control Law exceeds federal requirements by mandating source reduction planning and broadening requirements for permitting facilities that treat hazardous waste. It also regulates a number of waste types and waste management activities not covered by federal law.

Cal/OSHA and the California State Plan

Since 1973 California has operated an occupational safety and health program in accordance with Section 18 of the federal Occupational and Safety Health Act. The State of California's Department of Industrial Relations administers the California Occupational Safety and Health Program, commonly referred to as Cal/OSHA. The State of California's Division of Occupational Safety and Health is the principal agency that oversees plan enforcement and consultation. In addition, the California State program has an independent Standards Board responsible for broadcasting state safety and health standards and reviewing variances. It also has an Appeals Board to adjudicate contested citations and the Division of Labor Standards Enforcement to investigate complaints of discriminatory retaliation in the workplace.

Pursuant to 29 CFR 1952.172, the California State program applies to all public and private sector places of employment in the State of California, with the exception of federal employees, the United States Postal Service, private sector employers on Native American lands, maritime activities on the navigable waterways of the United States, private contractors working on land designated as exclusively under federal jurisdiction and employers that require federal security clearances. Cal/OSHA is the only agency in the state authorized to adopt, amend, or repeal occupational safety and health standards or orders. The Cal/OSHA enforcement unit conducts inspections of California workplaces in response to a report of an industrial accident, a complaint about an occupational safety and health hazard, or as part of an inspection program targeting industries with high rates of occupational hazards, fatalities, injuries or illnesses.

Hazardous Materials Business Plans

Both the federal government (CFR) and the State of California (California Health and Safety Code) require businesses that handle more than a specified amount, or “reporting quantity,” of hazardous or extremely hazardous materials to submit a Hazardous Materials Business Plan to the Perris Fire Department. According to City guidelines, the preparation, submittal, and implementation of a Hazardous Materials Business Plan is required by any business that handles a hazardous material or a mixture containing a hazardous material in specified quantities.

Hazardous Materials Business Plans must include an inventory of the hazardous materials at the facility. Businesses must update their plan and the chemical portion annually. In addition, Hazardous Materials Business Plans must include Emergency Response Plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures for immediate notification of the appropriate agencies and personnel, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for the company emergency coordinators, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

Hazardous Materials Disclosure Programs

The Unified Program administered by the State of California consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs, which include Hazardous Materials Release Response Plans and Inventories (Hazardous Materials Business Plans), the CalARP program, and the Underground Storage Tank (UST) Program. The Unified Program is implemented at the local government level by certified Unified Program agencies.

The certified Unified Program Agency for the City is the Riverside County Department of Environmental Health, which is responsible for regulating hazardous waste and tiered permitting, underground storage tanks, aboveground storage tanks, and Risk Management Plans.

The Perris Fire Department is a participating agency under the Unified Program and administers the Hazardous Materials Release Response Plans and Inventory Program and permits for handling underground storage and storage of hazardous materials pursuant to the Perris Fire Code.

Hazardous Materials Release Notification

The following state statutes require emergency notification of a hazardous chemical release:

- California Health and Safety Code, Sections 25270.8 and 25507
- California Vehicle Code, Section 23112.5
- California Public Utilities Code, Section 7673, (California Public Utilities Commission General Orders No. 22-B and 161)

- California Government Code, Sections 51018 and 8670.25.5(a)
- California Water Code, Sections 13271 and 13272
- California Labor Code, Section 6409.1(b)10

Requirements for immediate notification of significant spills or threatened releases cover owners, operators, people in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. In addition, releases that result in injuries or harmful exposure to workers must be immediately reported to Cal/OSHA pursuant to the California Labor Code, Section 6409.1(b).

Leaking Underground Storage Tanks

Leaking underground storage tanks have been recognized since the early 1980s as the primary cause of groundwater contamination from gasoline compounds and solvents. In California, regulations aimed at protecting against underground storage tank leaks have been in place since 1983 (California Health and Safety Code). This occurred 1 year before the Resource Conservation and Recovery Act was amended to add Subtitle I, requiring underground storage tank systems to be installed in accordance with standards that address the prevention of future leaks. The State Water Resources Control Board was designated as the lead California regulatory agency in the development of underground storage tank regulations and policy. Older tanks are typically single-walled, steel tanks. Many of these have leaked as a result of corrosion, punctures, and detached fittings. As a result, the State of California required the replacement of older tanks with new, double-walled, fiberglass tanks with flexible connections and monitoring systems. Underground storage tank owners were given 10 years to comply with the new requirements—the deadline was December 22, 1998. However, many underground storage tank owners did not act by the deadline; therefore, the State of California granted an extension for their replacement, ending January 1, 2002. The Regional Water Quality Control Boards, in cooperation with the City's Office of Emergency Services, maintain an inventory of leaking underground storage tanks in a statewide database.

Aeronautics Act

The Aeronautics Act (Public Utilities Code, Section 21001 et seq.) provides for the right of flight over private property, unless conducted in a dangerous manner or at altitudes below those prescribed by federal authority. The Aeronautics Act gives the California Department of Transportation (Caltrans) and local governments the authority to protect the airspace defined by Federal Aviation Regulation (FAR) Part 77 criteria. The Aeronautics Act prohibits any person from constructing a structure or permitting any natural growth of a height that would constitute a hazard to air navigation unless a permit is obtained. No permit is required if it is determined that the structure or growth is not a hazard to aviation. Typically, this has been interpreted to mean that

no penetration of FAR Part 77 imaginary surfaces is permitted without a finding by the FAA that the object would not constitute a hazard to air navigation.

The State Aeronautics Act also created the requirement for an ALUC in each county and established statewide requirements for the conduct of airport land use compatibility planning. State statutes require that, once an ALUC has adopted or amended an airport land use compatibility plan, the county (where it has land use jurisdiction within the airport influence area), and any affected cities must update their General Plans and any applicable specific plans to be consistent with the ALUC's plan (Government Code, Section 65302.3). The California Airport Land Use Planning Handbook is published by the Caltrans Division of Aeronautics to support and amplify the state regulations. The most recent California Airport Land Use Planning Handbook was published in October 2011 and as required by the California Environmental Quality Act (CEQA) Public Resources Code, Section 21096, was used as a technical resource in the preparation of this EIR.

Regional

March Air Reserve Base/Inland Port Airport

The Riverside County ALUC is the lead agency responsible for airport land use compatibility planning in Riverside County. The fundamental purpose of ALUC is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses. The basic function of the airport land use compatibility plan is to promote compatibility between airports and the land uses that surround them. Compatibility plans serve as a tool for use by airport land use commissions in fulfilling their duty to review proposed development plans for airports and surrounding land uses. Additionally, compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners in their design of new development.

On November 13, 2014, the Riverside County ALUC adopted the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP). The Project Site is located within the Airport Influence Area of March ARB/IPA and is subject to the 2014 March ARB/IPA ALUCP. The primary compatibility concerns are aircraft noise, the safety of people and property on the ground and in aircraft, the protection of airspace, and concerns related to overflights. The development restrictions associated with each compatibility zone consider the compatibility concerns of noise, safety, overflight, and airspace protection.

The Project Site is located within Zone E – Other Airport Environs Airport Overlay Zone for the March ARB/IPA ALUCP per Title 19 of the Perris Municipal Code (Ch. 19.51).

As presented in Table MA-2, Basic Compatibility Criteria, of the 2014 March ARB/IPA ALUCP, Compatibility Zone E does not have a restriction on a non-residential, average land use intensity. As identified on Table MA-2 of the 2014 March ARB/IPA ALUCP, prohibited uses within include hazards to flight only.

Perris Valley Airport

The runway of Perris Valley Airport, a private airport primarily used for recreation-based flights is located east of the Project Site. Due to its proximity to the Perris Valley Airport runway, the Project Site is also within Compatibility Zones A through D of the Perris Valley ALUCP. The proposed warehouses, truck yard, employee parking, and retention basins would be in Zones B1 through D. Warehouses and truck yards are permitted in Zones B1 through D. Zone B1 is most restrictive with regards to allowable uses and occupancy; Zone D is less restrictive.

Riverside County Department of Environmental Health

Federal and state hazardous materials regulations require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials to obtain applicable permits and submit a business plan to its local Unified Program Agency. The Unified Program Agency also ensures local compliance with all applicable hazardous materials regulations. The Unified Program Agency with responsibility for the City of Perris is the Riverside County Department of Environmental Health. The Riverside County Department of Environmental Health oversees six hazardous materials programs in the County of Riverside, including inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program (RCDEH, 2022).

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan

The purpose of the County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan is to identify the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and human-made hazards. The Plan was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 to achieve eligibility and potentially secure mitigation funding through Federal Emergency Management Agency (FEMA) Flood Mitigation Assistance, Pre-Disaster Mitigation, and Hazard Mitigation Grant Programs. (EMD, 2018)

The California Accidental Release Prevention Program

The CalARP program was implemented on January 1, 1997, and replaces the former California Risk Management and Prevention Program. The purpose of the CalARP program is to prevent

accidental releases of substances that can cause serious harm to the public and the environment, to minimize the damage if releases do occur, and to satisfy community right-to-know laws.

Local

March ARB/IPA Airport Overlay Zone

In 2014, and subsequent to approval of the City of Perris 2005 General Plan, the Riverside County ALUC adopted the 2014 March ARB/IPA ALUCP. Thus, the City was required to update its General Plan to reflect the new ALUCP. The City created an Airport Overlay Zone (AOZ) to accommodate development within the City consistent with the land use designations of the 2014 March ARB/IPA ALUCP, which is set forth in Chapter 19.51 of the Perris Municipal Code. On July 14, 2016, the Riverside County ALUC determined that the City's AOZ is consistent with the 2014 March ARB/IPA ALUCP.

In August 2016, the City of Perris approved the following: Resolution 5050 approving General Plan Amendment 15-01522, to amend the City of Perris General Plan (2030) Land Use, Noise, and Safety Elements to implement the 2014 March ARB/IPA ALUCP; Ordinance Number 1331 approving Ordinance Amendment 16-05024 to update Perris Municipal Code, Chapter 19.82 (Districts and Map), to revise the City of Perris Zoning Map to include an Airport Overlay Zoning designation and adopt an AOZ Code, Chapter 19 (19.51), to implement the 2014 March ARB/IPA ALUCP. Proposed general plan land use amendments, zoning amendments, and specific plan amendments that impact density or intensity of development within the AOZ shall be referred to the RCALUC for a determination of compatibility with the adopted March ARB/IPA ALUCP.

City of Perris General Plan Policies

The specific policies outlined in the City's General Plan Safety Element that are related to hazards and hazardous materials and that apply to the Proposed Project are listed in Table 4.10-2, City of Perris General Plan Consistency Analysis, of Section 4.10, Land Use and Planning, of this EIR.

4.8.1.2 Existing Conditions

Existing and previous uses of the Project Site, and other characteristics of the Project Site relevant to the analysis of potential hazards and hazardous materials impacts are described below.

The Project Site is primarily vacant and undeveloped; however, the southwestern corner of the Project Site is currently used for commercial equipment storage use. On-site operations consist of the storage and auction of automobiles, tractors, buses, heavy equipment and commercial supplies. Approximately 27 portable shipping containers were observed on site and used for storage of miscellaneous supplies. Several golf carts used for transportation around the property area are on site. Partner Engineering and Science, Inc (Partner) who prepared the Phase I Environmental Site Assessment Report for the Proposed Project observed two diesel fuel storage aboveground tanks, one approximately 550-gallons

and one approximately 200-gallons in capacity. The larger tank was provided with secondary containment. In addition to the current structures, the Project Site is also improved with a gravel parking area, perimeter fencing, limited landscaping and a septic system with leach field.

The Project Site was historically used for agricultural purposes. There is a potential that agricultural related chemicals such as pesticides, herbicides, and fertilizers, may have been used and stored on site. The Project Site is either paved over or covered by building structures that minimize direct contact to any potential remaining concentrations in the soil. Additionally, during previous site development activities, near-surface soils (where residual agricultural chemical concentrations would have most likely been present, if at all) were likely mixed with fill material or disturbed during grading. Also, it is common that engineered fill material is placed over underlying soils as part of the development activities (Partner, 2022).

Historical Review, Regulatory Records Review, and Field Reconnaissance

Partner obtained historical use information about the subject property from a variety of sources. Information regarding past land use was obtained by a review of historical aerial photographs, historical Sanborn Fire Insurance maps, city directories, historical topographic maps, and previous reports of the subject property and surrounding area obtained from Environmental Data Resources in April of 2022.

The Project Site was historically used for agricultural purposes. There is a potential that agricultural related chemicals such as pesticides, herbicides, and fertilizers, may have been used and stored on site. The Project Site is either paved over or covered by building structures that minimize direct contact to any potential remaining concentrations in the soil. Additionally, during previous site development activities, near-surface soils (where residual agricultural chemical concentrations would have most likely been present, if at all) were likely mixed with fill material or disturbed during grading. Also, it is common that engineered fill material is placed over underlying soils as part of the development activities. These additional variables serve to further reduce the potential for exposure to residual agricultural chemicals (if any). Based on these reasons, the possible former use of agricultural chemicals is not considered a significant environmental concern.

According to available historical sources, the Project Site was developed for agricultural uses with no structures in 1938; developed with agricultural land, a residential dwelling and other farm related structures by *circa* 1953; remained agricultural land with a residential dwelling from 1953 to 2010; and was redeveloped with the existing improvements starting in 2010. Known tenants on the subject property included Isabel Borbon (1977, 1984, 1986); Arthur DeLeon (1991); Ray Wilson (2001, 2008); and Western Construction (2010 to Present).

Partner has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 guidelines to evaluate the potential for Recognized Environmental Conditions, historical recognized environmental conditions, and controlled recognized environmental conditions. This assessment has revealed no evidence of Recognized Environmental Conditions, historical recognized environmental conditions, or controlled recognized environmental conditions in connection with the subject property. Environmental issues as described above were identified.

The scope of work for the Phase I ESA included: a property and adjacent site reconnaissance; interviews with key personnel; a review of historical sources; a review of regulatory agency records; and a review of a regulatory database report provided by a third-party vendor. Partner contacted local agencies, such as environmental health departments, fire departments and building departments to determine any current or former hazardous substances usage, storage, or releases of hazardous substances on the subject property. Additionally, Partner researched information on the presence of activity and use limitations at these agencies. As defined by ASTM E1527-13, activity and use limitations are the legal or physical restrictions or limitations on the use of, or access to, a site or facility: 1) to reduce or eliminate potential exposure to hazardous substances or petroleum products in the soil or groundwater on the subject property; or 2) to prevent activities that could interfere with the effectiveness of a response action, to ensure maintenance of a condition of no significant risk to public health or the environment.

Site Reconnaissance

A field reconnaissance was conducted on April 26, 2022. There were no potential environmental concerns identified during the on-site reconnaissance. It was found that solid waste generated at the Project Site is disposed of in commercial dumpsters located on site. An independent solid waste disposal contractor removes solid waste from the Project Site. No evidence of illegal dumping of solid waste was observed during the Partner site reconnaissance.

It was found that no domestic wastewater was generated at the Project Site and that no industrial process is currently performed at the Project Site.

No surface impoundments, wetlands, natural catch basins, settling ponds, or lagoons are located on the Project Site. No drywells were identified on the Project Site during the site reconnaissance. No aboveground evidence of wells or cisterns was observed during the site reconnaissance. No records of water wells for the Project Site were identified.

No evidence of current or former Underground Hazardous Substance or Petroleum Product Storage Tanks were observed during site reconnaissance. Partner observed two aboveground storage tanks for the storage of diesel on the subject property. The aboveground storage tanks are located on the north central side of the Project Site. The aboveground storage tanks were installed in 2012 and are

equipped with secondary containment. No staining, leaks or spills were noted in the vicinity of the aboveground storage tanks, and no releases have been reported to the Riverside County Department of Environmental Health. No spills, stains, or other indications that a surficial release has occurred at the Project Site were observed.

No potential polychlorinated-biphenyls-containing equipment (transformers, oil-filled switches, hoists, lifts, dock levelers, hydraulic elevators, etc.) was observed on the Project Site during the site reconnaissance. There were no strong, pungent, or noxious odors; pools of liquid; drains, sumps, or clarifiers; pits, ponds, or lagoons; or stressed vegetation observed on the Project Site during the site reconnaissance.

Wildland Fire Hazards

The Project Site is located in a portion of the City of Perris that is not located within or adjacent to any wildlands. According to Figure S-5, Wildfire Hazards, of the City of Perris General Plan Safety Element (dated November 2021 and adopted in January 2022), the Project Site and its surrounding area are not located within a Very High Fire Hazard Severity Zone (City of Perris, 2022). Similarly, according to the California Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resources Assessment Program, the Project Site is not located in a Very High Fire Hazard Severity Zone (CAL FIRE 2024).

Potential Hazards to Aircraft in Flight

The Proposed Project would be subject to potential height restrictions by the FAA. The FAA is required under 14 CFR Part 77 to protect navigable airspace by studying proposed developments and issuing determinations that a project would not be a hazard to air navigation.

4.8.2 Thresholds of Significance

According to Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), the Proposed Project would have a significant impact on hazards and hazardous materials if it would:

- **Threshold 1:** Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- **Threshold 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.
- **Threshold 3:** Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- **Threshold 4:** Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

- **Threshold 5:** For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area.
- **Threshold 6:** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- **Threshold 7:** Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

4.8.3 Regulatory Implementation

No regulatory implementation conditions are applicable to the Proposed Project.

4.8.4 Environmental Impacts

The following sections address various potential impacts relating to hazards and hazardous materials that could result from implementation of the Proposed Project.

4.8.4.1 Threshold 1: Transportation, Use, and Disposal of Hazardous Materials

Impact Analysis

The industrial warehouses/distribution buildings contemplated for the Proposed Project could involve the transport, use, storage, and disposal of hazardous materials.

Construction Impacts

Heavy equipment (e.g., dozers, excavators) would operate on the Project Site during construction of the proposed buildings and associated improvements. Heavy equipment is typically fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project Site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the Proposed Project than would occur on any other similar construction site.

Construction contractors would be required to comply with all applicable federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the EPA, DTSC, South Coast Air Quality Management District (discussed in Section 4.2, Air Quality, of this EIR), and Regional Water Quality Control Board (discussed in Section 4.9, Hydrology and Water Quality, of this EIR). With mandatory compliance with applicable hazardous materials regulations, the Proposed Project

would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. In the unlikely event that unknown contaminated soils are encountered during earthmoving activities, mitigation measure MM HAZ-1 as described below, would be implemented and would fully address the presence of contaminated soil through appropriate sampling and testing, disposal, and remediation. Potential impacts would be less than significant with incorporation of mitigation.

Operational Impacts

Operation of the concrete tilt up warehouse buildings would involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials). There is the potential for routine use, storage, or transport of other hazardous materials; however, the precise materials are not known, as the tenant(s) of the proposed warehouse buildings are not yet defined. In the event that hazardous materials, other than those common materials described above, are associated with future warehouse operations, the hazardous materials would only be stored and transported to and from the building sites. Manufacturing and other chemical processing would not occur within the proposed warehouse uses.

Exposure of people or the environment to hazardous materials during operation of the Proposed Project may result from (1) the improper handling or use of hazardous substances; (2) transportation accidents; or (3) an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type and amount of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individuals or environment affected. As previously discussed, the U.S. Department of Transportation prescribes strict regulations for hazardous materials transport, as described in Title 49 of the CFR (i.e., the Hazardous Materials Transportation Act); these are implemented by Title 13 of the California Code of Regulations. It is possible that vendors may transport hazardous materials to and from the Project Site; and the drivers of the transport vehicles must comply with the Hazardous Materials Transportation Act. Hazardous materials or wastes stored on site are subject to requirements associated with accumulation time limits, amounts, and proper storage locations and containers, and proper labeling. Hazardous materials associated with the Proposed Project would also be subject to regulation by the Department of Environmental Health of the Riverside County Community Health Agency, which oversees hazardous materials programs in the County of Riverside (inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program). The amount of materials that would be handled at any one time for the proposed warehouse operations would be relatively small. Additionally, for removal of hazardous waste from the Project Site, hazardous waste generators are required to use a certified

hazardous waste transportation company which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal.

With compliance with applicable regulations, operation of the Proposed Project would result in a less than significant impact related to a significant risk to the public or the environment through the potential routine transport, use, or disposal of hazardous materials. The Proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This includes exposure to hazardous materials from previous and current use of the Project Site and surrounding areas, and accidental release of hazardous materials.

Significance of Impact

Potentially Significant Without Mitigation.

4.8.4.2 Threshold 2: Accidental Releases

Impact Analysis

Hazards from Existing and Previous Uses

The Project Site is primarily vacant and undeveloped; however, the southwestern corner of the Project Site is currently used for commercial equipment storage use. On-site operations consist of the storage and auction of automobiles, tractors, buses, heavy equipment and commercial supplies. There were no Recognized Environmental Conditions, historical recognized environmental conditions, or controlled recognized environmental conditions identified for the Project Site. The Project Site was previously used for agricultural purposes.

Common agricultural practices can result in residual concentrations of fertilizers, pesticides or herbicides in near-surface soil, though not generally at concentrations that pose a significant health risk. The Phase I ESA concluded that, the property has been graded, and remaining pesticide or herbicide residues, if any, are likely to have been dispersed and therefore are unlikely to impact human health or the environment. Accordingly, no further investigation is recommended regarding potential residual pesticides. Additionally, the former agricultural use does not represent a Recognized Environmental Condition in connection with the Project Site. This potential impact would be less than significant.

Hazards from Construction and Operation

The handling and transport of hazardous materials can result in accidental releases. However, with required compliance with federal, state, and City regulations, standards, and guidelines pertaining to hazardous materials management, the Proposed Project would not create a significant hazard to the public or the environment from accident conditions related to the routine transport, use, or storage of hazardous materials.

Accidents involving hazardous materials that could pose a significant hazard to the public or the environment would be highly unlikely during the construction and long-term operation of the Proposed Project and are not reasonably foreseeable. As discussed above under Threshold “a,” the transport, use, and handling of hazardous materials on the Project Site during construction is a standard risk on all construction sites, and there would be no greater risk for upset and accidents than would occur on any other similar construction site. In the unlikely event that unknown contaminated soils are encountered during earthmoving activities, mitigation measure MM HAZ-1, would be implemented and would fully address the presence of contaminated soil through appropriate sampling and testing, disposal, and remediation.

Upon buildout, industrial warehouse uses would be operated at the Project Site and as discussed above under Threshold “a,” it is possible that hazardous materials could be used during the course of a future occupant’s routine, daily operations. The precise materials are not known, as the tenants of the proposed buildings are not yet defined. However, during the course of daily operations, it is anticipated that the Proposed Project would involve the use of materials common to all urban development that are labeled hazardous. In the event that hazardous materials, other than those common materials described above, are associated with future operations, the hazardous materials would only be stored and transported to and from the building sites. Manufacturing and other chemical processing would not occur within the Proposed Project buildings, including the proposed industrial use. Therefore, there is the potential for routine use, storage, or transport of hazardous materials; however, these activities would adhere to applicable local, state, and federal regulations.

The Proposed 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 during construction operation. This includes exposure to hazardous materials from previous and current use of the Project Site and surrounding areas, and accidental release of hazardous materials during construction and operation of the Proposed Project. With mitigation, this potential impact would be less than significant.

Significance of Impact

Potentially Significant Without Mitigation.

4.8.4.3 Threshold 3: Hazards to Nearby Schools

Impact Analysis

There are no existing or proposed schools within a one-quarter-mile radius of the Project Site. The closest existing school to the Project Site is Perris Lake High School located at 418 W Ellis Ave, Perris, CA 92570 (approximately 0.5 mile west of the Project Site). Thus, the Proposed 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 because there are no existing or proposed schools within one-quarter mile of the Project Site.

Significance of Impact

No Impact.

4.8.4.4 Threshold 4: Hazardous Materials Sites

Impact Analysis

Based on the Regulatory Records included in the Phase I ESA, the Project Site was identified on the online California Environmental Protection Agency database as a hazardous waste generator doing business as a Western Construction Auction, Inc. Violations were reported by the local Certified Unified Program Agency or Participating Agency in 2016 and 2019. The 2019 violation reported “No manifests were available on site during the inspection. Facility intermittently generated hazardous waste and recycles lead acid batteries.” The Project Site was identified on the DTSC Hazardous Waste Tracking System for disposal of hazardous wastes in 2010, 2011, and 2013, that included unspecified organic liquid mixture, and other organic solids. However, based on the returned compliance status of the violations and absence of reported records for releases, further environmental investigation or cleanup, these listings are not considered an environmental concern (Partner, 2022).

Significance of Impact

Less Than Significant Impact.

4.8.4.5 Threshold 5: Hazards from Nearby Airports

Impact Analysis

According to the March ARB/IPA ALUCP, the Project Site is located within Compatibility Zone E (Other Airport Environs AOZ). As presented in Table MA-2, Basic Compatibility Criteria, of the 2014 March ARB/IPA ALUCP, Compatibility Zone E does not have a restriction on a non-residential, average land use intensity.

With an estimated occupancy rate of 1 person per 500 square feet as determined by the California Building Code, and a building size of 867,070 square feet (Building 1 = 795,109 square feet and Building 2 = 71,961 square feet), the occupancy for the building would be approximately 1,735 people. With this estimated occupancy of people, based on the California Building Code method for determining concentration of people, it would result in an average of 20 people per acre (based on a net site acreage of approximately 87.69 acres). As Compatibility Zone E does not have restrictions on average land use intensity, the occupancy of 20 people per acre would not conflict with the basic compatibility criteria.

As identified on Table MA-2 of the 2014 March ARB/IPA ALUCP, prohibited uses within Compatibility Zone E include hazards to flight only.

A Wind Tunnel Velocity Measurement Report for Safety and Hazard Analysis (Appendix F.2) was prepared for the Proposed Project to assess the potential impact of the Proposed Project on the Perris Valley Airport runway and nearby skydiving landing zones with respect to ongoing aviation and recreation uses.

As previously indicated, the Proposed Project is planned to be located adjacent to the north end of Runway 15/33 and the high-performance parachute landing zone at Perris Valley Airport. The south end of Runway 15/33 and the student parachute landing zone is separated from the Project Site by the existing Perris Valley Airport aircraft hangars, facilities, and other adjacent buildings. To evaluate the potential effects of the Proposed Project on the conditions over the flight path and landing zones, testing was conducted to measure the wind behavior over the runway and each landing zone both with and without the Proposed Project in place.

The wind tunnel velocity data included in the Wind Tunnel Velocity Report (Appendix F.2) was compared with published vertical gust and airspeed fluctuation intensity classifications for a representative 25 knot wind speed at 10 meters above ground level at the Project Site.

The Wind Tunnel Velocity Measurement Report analysis found that results for the high-performance landing zone and the student landing zone displayed similar trends as those for the Airport runway, with a general decrease in wind velocity effect observed at the parachute landing zones farther south and east with the Proposed Project in place. The magnitude of these velocity reductions is less than the values observed for the existing conditions at the southern end of the runway across all measured wind directions. In each wind direction case, the resulting magnitude of the crosswind and vertical mean velocity with the Proposed Project in place is less than existing conditions observed at the southern end of the runway. Additionally, increases in turbulence intensity were measured at the north end of the runway for wind direction between 212 degrees and 302 degrees, however, the magnitude of the turbulence is considered de minimis and was less than existing conditions measured at other runway locations.

In short, the Wind Tunnel Velocity Measurement Report confirmed that wind conditions over the runway and parachute landing zones with the Proposed Project would be no more severe than under the existing worst-case conditions at the Airport.

Ultimately, the Wind Tunnel Velocity Measurement Report determined that implementation of the Proposed Project would not impact the use of the Airport and would result in a decrease in effect and magnitude of velocity and magnitude of turbulence compared to existing conditions. The Wind Tunnel Velocity Measurement Report determined that the Proposed Project would not result in the

creation of any hazards to airport operations at Perris Valley Airport and does not involve any prohibited uses.

Section 4.11, Noise, of this EIR addresses noise exposure for March ARB/IPA operations. As identified, Compatibility Zone E encompasses areas of Other Airport Environs.

The Project Site abuts Perris Valley Airport and shares a boundary with a Perris Valley Airport runway. Per the Perris Valley ALUCP, the Project Site lies within the Perris Valley Airport Influence Area Boundary, and includes land mapped in Compatibility Zones B1, B2, C, and D (as shown in Exhibit PV-6 of the Perris Valley ALUCP). Additionally, Map PV-3 shows that portions of the Project Site are located within the 65 decibels (dB) Community Noise Equivalent Level (CNEL), 60 dB CNEL, and 55 dB CNEL noise contours (ALUC 2010).

The Proposed Project consists of industrial warehouse/distribution uses. Noise levels up to 70 A-weighted decibels (dBA) CNEL are normally compatible with industrial uses per the City's General Plan. Furthermore, per the Perris Valley ALUCP, industrial land uses (General Industrial and Light Industrial) are considered allowed uses within Compatibility Zones B1, B2, C, and D (ALUC 2010). However, the Proposed Project includes approximately 35,000 square feet of associated office use. Section 19.51.080 of the Perris Municipal Code includes a requirement of 45 dBA CNEL for office space. Section 19.51.080 of the Perris Municipal Code further states that standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior noise standard is 20 dB or less. As previously mentioned, the Project Site is located within the airport's 65 dB CNEL, 60 dB CNEL, and 55 dB CNEL noise contours. Therefore, with standard building construction, the associated office use would not be anticipated to have airport-related interior noise levels exceeding 45 dBA CNEL.

ALUC Consistency Analysis

Pursuant to California Public Utilities Code, Section 21676, local governments are required to submit all general plan and zoning amendments that occur in the ALUC planning areas for consistency review by ALUC. If deemed inconsistent with the ALUC plan, a local government may override the ALUC decision by a two-thirds vote of its governing body, if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670 of the Public Utilities Code. The purpose stated in Section 21670(a)(2) is "to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards in areas around public airports to the extent that these areas are not already devoted to incompatible uses." These provisions are inapplicable to the Proposed Project, because neither a general plan amendment, specific plan amendment, nor zone change is required for the Proposed Project to be

developed. As such, referral to ALUC is voluntary and optional and any determination by ALUC is merely advisory.

Here, the City of Perris referred the Proposed Project to ALUC for its review, in ALUC's advisory capacity. On April 10, 2025, ALUC issued a determination of consistency with the 2011 Perris Valley ALUCP and the 2014 March ARB/IPA ALUCP. Therefore, the Proposed Project would not result in a significant impact related to aviation hazards.

FAA Determination

The Proposed Project would be subject to potential height restrictions by the FAA. The FAA is required under 14 CFR Part 77 to protect navigable airspace by studying proposed developments and issuing determinations that a project would not be a hazard to air navigation. On April 19, 2023, the FAA issued a "determination of no hazard to air navigation." The aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided that the structure be marked and lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4, 5 (Red), and 15.

As discussed above, ALUC has issued a final determination of consistency with both the Perris Valley ALUCP and the March ARB/IPA ALUCP. Additionally, the development of the Proposed Project was found to minimize the effect and magnitude of velocity and magnitude of turbulence compared to existing conditions for the Airport and a less than significant impact would occur. The Proposed Project would not result in excessive noise for people residing or working on the Project Site. Therefore, a less than significant impact would occur.

Significance of Impact

Less than Significant Impact.

4.8.4.6 Threshold 6: Emergency Response or Evacuation Plans

Impact Analysis

Emergency access throughout the Project Site, would be maintained, and provided in accordance with the County of Riverside's Multi-Hazard Functional Plan, and would not interfere with adopted emergency response or evacuation plans. Additionally, the Project Site does not contain any emergency facilities, nor does it serve as an emergency evacuation route.

The Proposed Project would have right-in/right-out access for passenger cars only for Building 1. Driveway 2 along Goetz Road would have a private new driveway designed to align with Mountain Avenue and would allow for full access via a signalized intersection, only serving trucks for both Building 1 and Building 2. Driveway 3 along Goetz Road would have a right-in/right-out access driveway serving passenger cars only for Building 2. Finally, Driveway 4 along Ellis Avenue

would have right-in/right-out access for trucks to the truck/trailer lot. Site 2 for the Proposed Project would have an Emergency Exit at Driveway 5 along Case Road. Driveway 6 along Case Road would have full access for trucks and passenger cars to the truck trailer lot. During construction and long-term operation of the Proposed Project, adequate emergency access for emergency vehicles would have to be maintained along public streets that abut the Project Site.

As part of the City's discretionary review process, the City of Perris reviewed the Proposed Project's application materials to ensure that appropriate emergency ingress and egress would be available to and from the Project Site and that circulation on the Project Site was adequate for emergency vehicles. The Proposed Project would be required to comply with all applicable Fire Code and City Fire Department requirements and standards for access to ensure that adequate access is provided. Prior to any site development or future project approvals, all plans would be required to be submitted to the Fire Department for review and verification that they conform to all pertinent fire standards and requirements. Emergency response and evacuation for the City are based on numerous access routes. The Proposed Project would not interfere with the City's emergency operations plan or impede roadway access through removal or closure of any streets that provide through access. The Project Site fronts three streets, and any lane closures will require permits from the City. All construction activities would be required to be performed according to the standards and regulations of the City. Therefore, the Proposed Project would not alter off-site circulation near the Project Site and the Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Accordingly, implementation of the Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.8.4.7 Threshold 7: Wildland Fires

Impact Analysis

The Project Site and surrounding areas include vacant land. The Project Site is not located adjacent to any wildlands or any undeveloped hillsides where wildland fires might be expected. Further, the Project Site is not located within or near a State Responsibility Area or in an area that is identified as being in a Very High Fire Hazard Severity Zone according to the Fire Hazard Severity Zones in the State Responsibility Area Map produced by CAL FIRE. Furthermore, the Project Site does not contain natural features that would exacerbate wildland fire risk. As such, no direct or indirect significant risk of loss, injury or death involving wildland fires would occur. Accordingly,

implementation of the Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires and no impact would occur.

Significance of Impact

No Impact.

4.8.5 Cumulative Impacts

The following sections address various potential cumulative impacts relating to hazards and hazardous materials that could result from implementation of the Proposed Project.

4.8.5.1 Cumulative Threshold 1: Transportation, Use, and Disposal of Hazardous Materials

4.8.5.2 Cumulative Threshold 2: Accidental Releases

The cumulative study area associated with hazardous materials is typically site-specific except where past, present, or proposed land uses would impact off-site land uses and people or where past, present, or foreseeable future development in the surrounding area would cumulatively expose a greater number of people to hazards (e.g., hazardous materials or waste contamination). Although the future occupants of the Proposed Project's warehouse buildings are not presently known, if businesses that use or store hazardous materials occupy the Project Site, the business owners and operators would be required to comply with all applicable federal, state, and local regulations to ensure proper use, storage, and disposal of hazardous substances. Such uses also would be subject to review and permitting requirements by the City of Perris or other oversight agencies, as appropriate. Similarly, any other developments in the area proposing the construction of uses with the potential for use, storage, or transport of hazardous materials also would be required to comply with applicable federal, state, and local regulations, and such uses would also be subject to review and permitting requirements by the City of Perris or other oversight agencies, as appropriate. Further, contractors would be required to comply with applicable regulations during construction. Therefore, the potential for release of toxic substances or hazardous materials into the environment, either through accidents or due to routine transport, use, or disposal of such materials, would be less than significant for the Proposed Project and development in the surrounding area. Accordingly, the Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to hazardous materials.

4.8.5.3 Cumulative Threshold 3: Hazards to Nearby Schools

The Project Site is not located within a quarter mile of an existing or planned school; therefore, the Proposed Project would not contribute to a cumulatively significant hazards/hazardous materials impact on any public or private schools located within a quarter mile of the site.

4.8.5.4 Cumulative Threshold 4: Hazardous Materials Sites

The Project Site is not located on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5. In the unlikely event that, hazardous materials are encountered beneath the surface of the Project Site during grading or construction, the materials would be handled and disposed of in accordance with regulatory requirements. Therefore, the Proposed Project would not contribute to a cumulatively significant hazardous materials impact associated with a listed hazardous materials site.

4.8.5.5 Cumulative Threshold 5: Hazards from Nearby Airports

The Project Site is within the Airport Influence Area for March ARB/IPA. As previously indicated, on April 10, 2025, ALUC issued a determination of consistency with the 2011 Perris Valley ALUCP and the 2014 March ARB/IPA ALUCP. Therefore, the Proposed Project would have a less than significant impact related to the potential to result in a safety hazard or excessive noise for people working at the Project Site. Cumulative development within the March ARB/IPA Airport Influence Area would similarly be required to demonstrate consistency with the March ARB/IPA ALUCP. Therefore, the Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to aviation hazards.

4.8.5.6 Cumulative Threshold 6: Emergency Response or Evacuation Plans

The Proposed Project would involve implementation of roadway and site access improvements and would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan area (i.e., the County of Riverside Multi-Hazard Functional Plan). Similarly, cumulative development in proximity to the Project Site would be implemented in compliance with the General Plan, including the construction of required roadways and site access. The Proposed Project would not contribute to any cumulative impacts associated with an adopted emergency response plan or emergency evacuation plan.

4.8.5.7 Cumulative Threshold 7: Wildland Fires

The Project Site is not located within or in proximity to areas identified as being subject to wildland fire hazards. Additionally, surrounding areas that are currently vacant would be developed in a manner consistent with jurisdictional requirements for fire protection, and would generally decrease the fire hazard potential in the local area. As such, fire hazards are anticipated to decline over time, and the Proposed Project would not contribute to any cumulative impacts related to wildland fires.

4.8.6 Levels of Significance Before Mitigation

4.8.6.1 Threshold 1: Transportation, Use, and Disposal of Hazardous Materials

With compliance with applicable regulations, operation of the Proposed Project would result in a less than significant impact related to a significant risk to the public or the environment through the potential routine transport, use, or disposal of hazardous materials. The Proposed Project would have the potential to encounter unknown contaminated soils during construction through earthmoving activities.

4.8.6.2 Threshold 2: Accidental Releases

The Proposed 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 during operation. The Proposed Project would have the potential to encounter unknown contaminated soils during construction through earthmoving activities.

4.8.6.3 Threshold 3: Hazards to Nearby Schools

The Project Site is not located within a quarter mile of an existing or proposed school.

4.8.6.4 Threshold 4: Hazardous Materials Sites

Though the Project Site was identified on the DTSC Hazardous Waste Tracking System for disposal of hazardous wastes in 2010, 2011, and 2013, based on the returned compliance status of the violations and absence of reported records for releases, further environmental investigation or cleanup, these listings are not considered an environmental concern. A less than significant impact would occur.

4.8.6.5 Threshold 5: Hazards from Nearby Airports

Development of the Proposed Project was found to minimize the effect and magnitude of velocity and magnitude of turbulence compared to existing conditions for the Airport and a less than significant impact would occur. Additionally, the Proposed Project would not result in excessive noise for people residing or working on the Project Site. As previously indicated, on April 10, 2025, ALUC issued a determination of consistency with the 2011 Perris Valley ALUCP and the 2014 March ARB/IPA ALUCP. Therefore, the Proposed Project would not result in a significant impact related to aviation hazards.

4.8.6.6 Threshold 6: Emergency Response or Evacuation Plans

The Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

4.8.6.7 Threshold 7: Wildland Fires

The Proposed Project would not expose people or structures, either directly or indirectly to a significant risk of loss, injury, or death involving wildland fires.

4.8.7 Mitigation Measures

MM HAZ-1 Prior to any excavation or soil removal action on a known contaminated site, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is encountered, complete characterization of the soil and groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to Land Disposal restrictions. If site remediation involves the removal of contamination, then contaminated material will need to be transported off site to a licensed hazardous waste disposal facility. If any implementing development projects require imported soils, proper sampling shall be conducted to make sure that the imported soil is free of contamination.

4.8.8 Levels of Significance After Mitigation**4.8.8.1 Threshold 1: Transportation, Use, and Disposal of Hazardous Materials**

With incorporation of mitigation measure MM HAZ-1, a less than significant impact would occur.

4.8.8.2 Threshold 2: Accidental Releases

With incorporation of mitigation measure MM HAZ-1, a less than significant impact would occur.

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4.9 Hydrology and Water Quality

This section evaluates the potential for impacts on hydrology and water quality resulting from implementation of Perris Airport Logistics Center Project (Proposed Project or Project). Hydrology concerns the distribution and circulation of water, both on land and underground. Water quality pertains to the condition of surface- and groundwater. Surface water includes lakes, rivers, streams, and creeks whereas groundwater is under the earth's surface. The analysis in this section is based in part on the following information:

- Perris Airport Logistics Center – West Preliminary Drainage Study, Albert A. Webb & Associates, June 2023 (Appendix G)
- Perris Airport Logistics Center – East Preliminary Drainage Study, Albert A. Webb & Associates, June 2023 (Appendix G)
- Perris Airport Logistics Center – Site 1, Preliminary Water Quality Management Plan, Albert A. Webb & Associates, June 2023 (Appendix H)
- Perris Airport Logistics Center – Site 2, Preliminary Water Quality Management Plan, Albert A. Webb & Associates, June 2023 (Appendix H)

4.9.1 Environmental Setting

The following sections describe the environmental setting for the Proposed Project as it relates to hydrology and water quality.

4.9.1.1 Regulatory Setting

This section describes the federal, state, and local regulatory framework adopted to address aesthetics.

Federal

Clean Water Act

The Federal Water Pollution Control Act (also known as the Clean Water Act) is the principal statute governing water quality. The Clean Water Act establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the U.S. Environmental Protection Agency (EPA) the authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to end all discharges entirely and to restore, maintain, and preserve the integrity of the nation's waters. The Clean Water Act regulates both the direct and indirect discharge of pollutants into the nation's waters. The Clean Water Act sets water quality standards for all contaminants in surface waters and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters, unless a permit is obtained under its provisions. The Clean Water Act mandates permits for wastewater and stormwater discharges, requires states to establish site-specific water quality standards for navigable bodies of water, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The

Clean Water Act also funded the construction of sewage treatment plants and recognized the need for planning to address nonpoint sources of pollution. Section 402 of the Clean Water Act requires a permit for all point source (a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant (except dredge or fill material) into waters of the U.S.

Safe Drinking Water Act

The Federal Safe Drinking Water Act provides regulations on drinking water quality in Perris. The Safe Drinking Water Act gives the EPA the authority to set drinking water standards, such as the National Primary Drinking Water regulations (primary standards). The National Primary Drinking Water regulations protect drinking water quality by limiting the levels of specific contaminants that are known to occur or have the potential to occur in water and can adversely affect public health. All public water systems that provide service to 25 or more individuals are required to satisfy these legally enforceable standards. Water purveyors must monitor for these contaminants on fixed schedules and report to the EPA when a maximum contaminant level has been exceeded. A maximum contaminant level is the maximum permissible level of a contaminant in water that is delivered to any user of a public water system. Drinking water supplies are tested for a variety of contaminants, including organic and inorganic chemicals (e.g., minerals), substances that are known to cause cancer (e.g., carcinogens), radionuclides (e.g., uranium and radon), and microbial contaminants (e.g., coliform and *Escherichia coli*). Changes to the maximum contaminant level list are typically made every 3 years as the EPA adds new contaminants, or based on new research or new case studies, revises maximum contaminant levels for some contaminants. The California Department of Health Care Services, Division of Drinking Water and Environmental Management, is responsible for implementation of the Safe Drinking Water Act in California.

National Pollutant Discharge Elimination System

Under the National Pollutant Discharge Elimination System (NPDES) program promulgated under Section 402 of the Clean Water Act, all facilities that discharge pollutants from any point source into waters of the U.S. are required to obtain an NPDES permit. The term pollutant broadly includes any type of industrial, municipal, and agricultural waste discharged into water. Point sources are discharges from publicly owned treatment works, from industrial facilities, and associated with urban runoff. Though the NPDES program addresses certain specific types of agricultural activities, the majority of agricultural facilities are defined as nonpoint sources and are exempt from NPDES regulation. Pollutant contributors come from direct and indirect sources. Direct sources discharge directly to receiving waters, and indirect sources discharge wastewater to publicly owned treatment works, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only to direct point source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are publicly owned treatment works that receive primarily domestic sewage from residential and

commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows, and the Municipal Storm Water Program. Non-municipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are Process Wastewater Discharges, Non-Process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues two basic permit types, individual and general. Also, the EPA has recently focused on integrating the NPDES program further into watershed planning and permitting. The NPDES has a variety of measures designed to minimize and reduce pollutant discharges. All counties with storm drain systems that serve a population of 50,000 or more, as well as construction sites one acre or more in size, must file for and obtain an NPDES permit. Another measure for minimizing and reducing pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, human-made channels and storm drains, designed or used for collecting and conveying stormwater) is the EPA's Storm Water Phase II Final Rule. The Phase II Final Rule requires an operator (such as a City) of a regulated small municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., best management practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in post-construction runoff to the City's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to one acre. The City of Perris Public Works Department is the local enforcing agency of the MS4 NPDES permit.

National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Act to evaluate flood hazards. The Federal Emergency Management Agency (FEMA) provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies referred to as Flood Insurance Studies. The most recent flood insurance study and FIRM was completed and published for the County of Riverside in August 2008. Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas on FIRMs.

The Project Site is located within Zone A (Special flood hazard areas subject to inundation by the 1 percent annual chance flood), as identified on FIRM Panel 2070 of 3805, Map Number 06065C2070H, Revised August 18, 2014. The Flood Disaster Protection Act requires owners of all structures in identified Special Flood Hazard Areas to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members within designated areas are able to participate in the National Flood Insurance Program afforded by FEMA. The National Flood Insurance Program is required to offer federally subsidized flood insurance to property owners in those communities that

adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened the National Flood Insurance Program by providing a grant program for state and community flood mitigation projects. The Act also established the Community Rating System, a system for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as managing erosion hazards.

State/Regional

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code, Sections 13000 et seq.) is the basic water quality control law for California. Under this act, the State Water Resources Control Board (State Water Board) has ultimate control over state water rights and water quality policy. In California, the EPA has delegated authority to issue NPDES permits to the State Water Board. The state is divided into nine regions related to water quality and quantity characteristics. The State Water Board, through its nine Regional Water Quality Control Boards carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a Water Quality Control Plan or Basin Plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems.

The City of Perris, including the Project Site, is located within the Santa Ana River Basin, Region 8, in the Upper Santa Ana Watershed. The Water Quality Control Plan for the Santa Ana River Basin (8) was updated in 2019 (Basin Plan). The Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards established in the Basin Plan.

On January 29, 2010, the Santa Ana Regional Water Quality Control Board (Santa Ana Regional Water Board) issued the NPDES permit and Waste Discharge Requirements for the Riverside County Flood Control & Water Conservation District, the County of Riverside, and the incorporated cities of Riverside County Within the Santa Ana Region (Order No. R8-2010-0033 and NPDES No. CAS 618033). Order No. R8-2010-0033 regulates the way the Permittees manage urban runoff in the Santa Ana Region. This order renews Order No. R8-2002-001 and regulates discharges of urban runoff from the MS4s in the Riverside County portion of the Santa Ana Region. As part of the permit application, the Permittees submitted a revised Drainage Area Management Plan that contained programs, policies, and BMPs to achieve the water quality standards in receiving waters.

The State of California's Municipal Storm Water Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a storm water management program with the goal

of effectively prohibiting non-stormwater discharge and reducing the discharge of pollutants to the “maximum extent practicable,” which is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify which BMPs would be used to address certain program areas. The program areas include public education and outreach, illicit discharge detection and elimination, construction and post-construction, and good housekeeping for municipal operations. The Santa Ana Regional Water Board is responsible for implementing MS4 permits in Region 8. (RWQCB 2010).

Riverside County Water Quality Management Plan

The MS4 Permit and Drainage Area Management Plan require new development and significant redevelopment projects to prepare Water Quality Management Plans (WQMPs) for managing the quality of storm water or urban runoff that flows from a Project Site after construction is completed and after the facilities or structures are occupied or operational. A WQMP is required to reduce or eliminate water pollution in urban runoff that flows from storm water drainage systems into receiving waters. A WQMP must describe the site design, source control, and treatment control BMPs that would be implemented and maintained throughout the life of a project. The WQMP must include a statement that the project would implement appropriately sized treatment control BMPs targeted to address the pollutants of concern and to achieve the required level of treatment either singly or in combination with other measures. On October 22, 2012, the Executive Officer of the Santa Ana Regional Water Board approved the Water Quality Management Plan Guidance and Template for the Santa Ana Region of Riverside County; the guidance was updated in June 2016. The Riverside County WQMP addresses post-construction urban runoff from new development and redevelopment projects in the Santa Ana River Watershed. It requires that Low Impact Development retention BMPs (e.g., infiltration, harvest and use, evapotranspiration, and bio-treatment) be used unless it can be shown that these BMPs are infeasible.

National Pollutant Discharge Elimination System Construction General Permit

Pursuant to Section 402(p) of the Clean Water Act, which requires regulations for permitting of certain storm water discharges, the State Water Board has issued a Statewide general NPDES permit for storm water discharges from construction sites ([NPDES No. CAS000002] Water Quality Order 2009-0009-DWQ amended by 2010-0014-DWQ and 2012-0006-DWQ, State Water Board NPDES General Permit for Stormwater Discharges Associated with Construction Activity [adopted by the State Water Board on September 2, 2009]), herein referred to as the “Construction General Permit.” Order No. 2009-0009-DWQ was adopted by the State Water Board on September 2, 2009, and became effective on July 1, 2010. This order was amended by Order No. 2010-0014-DWQ, which became effective on February 14, 2011. Order No. 2012-0006-DWQ, which amended Order No. 2009-0009-DWQ as amended by 2010-0014-DWQ, became effective on July 17, 2012.

Under this Construction General Permit, storm water discharges from construction sites with a disturbed area of one acre or more are required to either obtain individual NPDES permits for storm water discharges or to be covered by the Construction General Permit. Coverage under the Construction General Permit is accomplished by determining the risk level of the construction site and by preparing a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer that includes a site evaluation and assessment, BMPs to be implemented at the construction site, and an inspection program. The SWPPP should also outline the monitoring and sampling program to verify compliance with discharge Numeric Action Levels according to the risk level for the site, as set by the Construction General Permit. The primary objective of the SWPPP is to ensure that the responsible party properly construct, implement, and maintain BMPs to reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the construction site. Permit Registration Documents (SWPPP, Notice of Intent, and other documents), as well as annual reports, Notice of Terminations, and Numeric Action Level exceedance reports, must be electronically submitted to the State Water Board and the permit fee mailed to the State Water Board for Construction General Permit coverage.

Sustainable Groundwater Management Act

The 2014 Sustainable Groundwater Management Act (SGMA) requires governments and water agencies of high and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under the SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. The Department of Water Resources (DWR) categorizes the priority of groundwater basins. For critically over-drafted basins, that would be 2040. For the remaining high and medium-priority basins, 2042 is the deadline. The SGMA also requires local public agencies and Groundwater Sustainability Agencies in high- and medium-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs. GSPs are detailed road maps for how groundwater basins will reach long-term sustainability. The Project Site is located within the West San Jacinto Groundwater Basin (DWR Basin No. 8-5), which is not adjudicated and has been categorized as a “high-priority” basin by the DWR.

Pursuant to the SGMA, management of the West San Jacinto Groundwater Basin is overseen by the recently formed West San Jacinto Groundwater Sustainability Agency, which is led by the Eastern Municipal Water District (EMWD) Board of Directors. The GSP prepared for the West San Jacinto Groundwater Basin (adopted by the EMWD Board of Directors on September 15, 2021), is currently under review by the DWR. The purpose of the GSP is to ensure ongoing, long-term, sustainable management of groundwater resources within the West San Jacinto Groundwater Sustainability Agency Groundwater Sustainability Plan Area by 2042.

Local

Applicable City of Perris General Plan Goals and Policies

The Conservation and Safety Elements of the City General Plan are related to hydrology (including flooding) and water quality:

- **Conservation Element Goal VI – Water Quality.** Achieve regional water quality objectives and protect the beneficial uses of the region’s surface and groundwater.
 - **Policy VI.A.** Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).
- **Conservation Element Goal VIII – Sustainable Future.** Create a vision for energy and resource conservation and the use of green building design for the City, to protect the environment, improve quality of life, and promote sustainable practices.
 - **Policy VIII.A.** Adopt and maintain development regulations that encourage water and resource conservation.
- **Safety Element Goal I.** Reduced risk of damage to property or loss of life due to natural or man-made disasters
 - **Policy I.B: Flooding.** The City of Perris shall restrict future development in areas of high flood hazard until it can be shown that risk is or can be mitigated.

Perris Municipal Code

The City of Perris has adopted Chapter 14.22 of the Perris Municipal Code (Storm Water/Urban Runoff Management and Discharge Control), which includes the requirement for preparation and adoption of a project-specific WQMP. A project-specific WQMP identifies BMPs to ensure that water quality of receiving waters is not degraded following development. New projects submitted to the City are required to submit a project-specific WQMP prior to the first discretionary project approval or permit. Project applicants may submit a preliminary project-specific WQMP for discretionary project approval (land use permit); however, a final version must be submitted for review and approval prior to the issuance of any grading or building permits. It should be noted that a preliminary WQMP has been prepared for the Proposed Project and submitted to the City and this preliminary Project-specific WQMP is being used for this analysis.

4.9.1.2 Existing Conditions

Description of the Watershed

The Project Site straddles Perris Valley Airport, which separates existing flows. Existing elevations across the western portion of the site vary from 1425.5 to 1415.1 (NAVD88 datum). This western area currently slopes down at approximately 0.5 percent grade to the southeast. Existing elevations across the eastern portion of the site vary from 1418.5 to 1413.5 (NAVD88

datum). This eastern area currently slopes down at approximately 0.3 percent grade to the southeast. The existing drainage pattern for the site and the general area is characterized by sheet flows that follow the slope.

The western portion of the Project Site is bound to the west by existing improvements along Goetz Road, to the north by Ellis Ave, to the east by Perris Valley Airport, to the south by largely vacant land. The improvements in Goetz Road protect the Project Site from off-site flows with existing storm drain and water quality improvements within the street right-of-way. Ellis Avenue requires improvements to widen to the ultimate width, which will include expanding and revising the existing storm drain facilities. The on-site surface flows travel via sheet flow across the Project Site, ultimately draining into a storm drain inlet within the Perris Valley Airport property. For purposes of the Preliminary Drainage Studies analyses, it is assumed that the existing storm drain inlet drains south to the San Jacinto River.

The eastern portion of the Project Site is bound to the west by Perris Valley Airport, to the north by Ellis Ave, to the east by Case Road, and to the south by vacant land. As previously described, Ellis Ave requires improvements to widen to the ultimate width, which will include expanding and revising the existing storm drain facilities. The existing storm drain channel in Ellis Ave conveys off-site flows around the Project Site to an existing ditch in Case Road. This ditch ultimately outlets into the San Jacinto River, south of the Project Site. This ditch also accepts on-site surface flows, which travel via sheet flow across the Project Site.

Watershed-Based Plan Conditions

Section 303(d) of the Clean Water Act authorizes the EPA to assist states, territories, and authorized Tribes with listing impaired waters and developing total maximum daily loads (TMDL) for these water bodies. A TMDL establishes the maximum amount of a pollutant allowed in a water body and serves as the starting point or planning tool for restoring water quality. Clean Water Act Section 303(d)-listed impairments, TMDLs, designated beneficial uses, and proximity to Rare, Threatened, or Endangered Species (RARE) beneficial for the Proposed Project's receiving waters in order of upstream to downstream, are summarized in Table 4.9-1, Identification of Receiving Waters.

Table 4.9-1. Identification of Receiving Waters

Receiving Waters	EPA Approved 303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Use
San Jacinto River (Reach 3) (HU#802.11)	None	Intermittently: AGR, GWR, REC1, REC2, WARM, WILD	Not a water body classified as RARE
San Jacinto River (Reach 2) (HU#802.11)	None	AGR, GWR, WILD, MUN, REC1, REC2, WARM	Not a water body classified as RARE
Canyon Lake (Railroad Canyon Reservoir) (HU#802.11, 802.12)	Nutrients, Pathogens	WILD, REC2, WARM, GWR, MUN, REC1, AGR	Not a water body classified as RARE
San Jacinto River (Reach 1) (HU#802.32)	None	Intermittently: AGR, GWR, MUN, REC1, REC2, WARM, WILD	Not a water body classified as RARE
Lake Elsinore (HU#802.31)	Nutrients, Organic Enrichment/Low Dissolved Oxygen, PCBs (Polychlorinated biphenyls), Sediment Toxicity, Unknown Toxicity	REC1, REC2, WARM, WILD	Not a water body classified as RARE

Notes: AGR = Agricultural Supply; COMM = Commercial and Sport Fishing; GWR = Ground Water Recharge; MUN = Municipal and Domestic Supply; RARE = Rare, Threatened, or Endangered Species; REC1 = Contact Water Recreation; REC2= Non-contact Water Recreation; WARM = Warm Freshwater Habitat; WILD = Wildlife Habitat

Flood Hazard Zone

The Project Site is located within the Mead Valley Area Plan and is also within the Santa Ana watershed, San Jacinto subwatershed area. The Project Site is within the San Jacinto River floodplain. The most recent floodplain analysis was conducted as part of the Conditional Letter of Map Revision for Tract 36988 – Green Valley. The FEMA Map No. 06065C1440H was revised to reflect the Letter of Map Revision on January 3, 2019. The study shows that a portion of the Project Site will still be within the Zone AE designation. Zone AE is an area of base floodplain or 1 percent annual chance of flood.

4.9.2 Thresholds of Significance

According to Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), the Proposed Project would have a significant impact on hydrology and water quality if it would:

- **Threshold HYD-1:** Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
- **Threshold HYD-2:** Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

- **Threshold HYD-3:** Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - Result in substantial erosion or siltation on- or off-site.
 - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.
 - 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.
 - Impede or redirect flood flows.
- **Threshold HYD-4:** In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- **Threshold HYD-5:** Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The Initial Study (Appendix A to this Draft Environmental Impact Report [EIR]) determined that Threshold HYD-4 would have a less than significant impact, therefore, this environmental topic will not be addressed further in this section of the Draft EIR.

4.9.3 Regulatory Implementation

Adherence to NPDES requirements is required of all development within the City and would reduce Project-related impacts related to water quality. BMPs have been incorporated into the Proposed Project in compliance with these standard regulatory requirements. Regulatory Implementation measures RI HYD-1 through HYD-4 would be incorporated into the Proposed Project's Conditions of Approval to track the implementation of these standard requirements.

RI HYD-1 Prior to grading plan approval and the issuance of a grading permit, the Project Proponent/Developer shall provide evidence to the City that a Notice of Intent (NOI) has been filed with the Regional Water Quality Control Board for coverage under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with construction activities.

RI HYD-2 Prior to grading plan approval and the first issuance of a grading permit by the City, the Project Proponent/Developer shall submit to the City of Perris a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices

(BMPs) to control sediment and nonvisible discharges from the site. BMPs to be implemented in the SWPPP may include (but shall not be limited to) the following:

- Sediment discharges from the site may be controlled by the following: sandbags; silt fences; straw wattles and temporary debris basins (if deemed necessary); and other discharge control devices. The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made when necessary as required by the SWPPP.
- No materials of any kind shall be placed in drainage ways.
- Materials that could contribute nonvisible pollutants to storm water must be contained, elevated, and placed in temporary storage containment areas.
- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected per Santa Ana Regional Water Board standards to eliminate any discharge from the site. Stockpiles will be surrounded by silt fences.
- The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance.
- Additional BMPs and erosion-control measures will be documented in the SWPPP and used if necessary.
- The SWPPP will be kept on site for the entire duration of project construction and will also be available to the Santa Ana Regional Water Board for inspection at any time.

In the event that it is not feasible to implement the above BMPs, the City of Perris can make a determination that other BMPs will provide equivalent or superior treatment either on or off site.

RI HYD-3 Prior to issuance of grading permits, the Project Proponent/Developer shall provide evidence to the City that the following provisions have been added to construction contracts for the Project:

- The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sediment-control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and submitted to the City for inspection. In addition, the Contractor will also be required to maintain an inspection log and have the log on site to be reviewed by the City of Perris and the representatives of the Regional Water Quality Control Board.

RI HYD-4 Prior to grading plan approval and issuance of a grading permit by the City, the Project Proponent/Developer shall receive approval from the City of Perris for a Final Water Quality Management Plan (Final WQMP). The Final WQMP shall

specifically identify pollution prevention, site design, source control, and treatment control BMPs that shall be used on site to control predictable pollutant runoff to reduce impacts to water quality to the maximum extent practicable. Source control BMPs to be implemented in the Final WQMP may include (but shall not be limited to) those listed in Table G.1, Permanent and Operational Source Control Measures, of the Preliminary WQMPs included in Appendix H of the Draft EIR (Albert A. Webb & Associates 2023). Treatment control BMPs shall include on-site detention/sand filtration basins to treat the site's runoff; these facilities shall be maintained and inspected at least twice per year and prior to October 1. Additional BMPs will be documented in the WQMP and used if necessary. In the event that it is not feasible to implement the BMPs identified in the Final WQMP, the City of Perris can make a determination that other BMPs shall provide equivalent or superior treatment either on or off-site.

4.9.4 Environmental Impacts

The following sections address various potential impacts relating to hydrology and water quality that could result from implementation of the Proposed Project.

4.9.4.1 Threshold HYD-1: Water Quality Standards

Impact Analysis

Construction

Construction of the Proposed Project would require grading and excavation of soils, which would loosen sediment and then have the potential to mix with surface water runoff and degrade water quality. Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. These potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff, could wash into and pollute receiving waters.

These types of water quality impacts during construction of the Proposed Project would be prevented through implementation of the current State General Permit to Discharge Stormwater Associated with Construction Activities, which requires preparation of a SWPPP by a Qualified SWPPP Developer. The SWPPP is required prior to the issuance of construction permits for the Proposed Project. The Erosion and Sediment Control Plan would include construction BMPs such as the following:

- Silt fence, fiber roll, or gravel bag
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit

- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Stockpile management
- Material delivery and storage
- Solid waste management
- Silt prevention and control
- Concrete waste management

Furthermore, Section 14.22.100 (Stormwater conveyance system protection) of the Perris Municipal Code regulates grading and construction activities as they relate to stormwater pollution. Any person engaged in development, grading, or construction within the City are required to comply with all applicable local ordinances, including the grading and erosion control section in Title 15 of the Perris Municipal Code, the standard specifications for public works construction when performing public works, and applicable provisions of the NPDES General Construction Permit for stormwater discharges associated with construction activity issued by the State Water Board and Santa Ana Regional Water Board, NPDES No. CAS 618033, Order No. R8-2002-0011.

The required compliance with existing regulatory requirements (regulatory Implementation measures RI HYD-1 through RI HYD-3) would ensure that Proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, potential water quality impacts would be less than significant.

Operation

Under existing conditions, the entire Project Site is disturbed and undeveloped. In the post-development condition, the Project Site would consist of hardscape areas such as roof, asphalt, concrete, ornamental landscape areas, and covered trash enclosures.

Potential water pollutants that could be generated at the Project Site in its post-development condition include the following (per the California Stormwater Quality Association Redevelopment Handbook):

- Bacterial Indicators
- Nutrients (landscaping)
- Heavy metals (parking lots and loading docks)
- Toxic Organic Compounds
- Trash and Debris (waste containers and parking lots)
- Pesticides (parking lots and loading docks)
- Sediments (landscaping)
- Oil and Grease (parking lots and loading docks)
- Oxygen Demanding Substances (parking lots and loading docks)

According to the Preliminary WQMPs for the Proposed Project (Appendix H to the Draft EIR), the potential pollutants of concern for the receiving waters tributary to the Project Site include bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash and

debris, and oil and grease. These pollutants may lead to the degradation of storm water quality in downstream water bodies. However, the Proposed Project would include treatment control BMPs to treat potential pollutants in runoff. As stated in the Preliminary WQMP, the Proposed Project includes Low Impact Development bioretention BMP, modular wetland system (flow-based), and a combination of corrugated metal pipe detention pipes (storage) and modular wetland system (volume-based). Once treated, runoff from the proposed permanent storm water BMPs will outlet into existing improvements in Goetz Road and Ellis Avenue. Treatment control BMPs are required to have a removal efficiency of a medium or high effectiveness as quantified below:

- **High.** Equal to or greater than 80 percent removal efficiency.
- **Medium.** Between 40 percent and 80 percent removal efficiency.

The selected treatment control BMPs for the Proposed Project is a modular wetland system, which would reduce impacts from the following pollutants of concern:

- Metals, Nutrients, Pesticides, and Toxic Organic Compounds at medium efficiency percentage; and
- Sediments, Trash and Debris, and Oil and Grease at high efficiency percentage.

Additionally, the Proposed Project would provide source control BMPs. Source control BMPs include permanent, structural features that may be required in Project plans—such as roofs over and berms around trash and recycling areas—and Operational BMPs, such as regular sweeping and “housekeeping,” that must be implemented by the site’s occupant or user. Table G.1, Permanent and Operational Source Control Measures, of the Preliminary WQMP (Appendix H) lists permanent and operational source control BMPs that have been incorporated into the Proposed Project, as identified in the Preliminary WQMPs.

By complying with the NPDES permit and WQMP requirements (regulatory Implementation measure RI HYD-4), the Proposed Project would not provide substantial additional sources of polluted runoff to receiving waters. Potential long-term water quality impacts would therefore be less than significant.

Significance of Impact

Less Than Significant Impact.

4.9.4.2 Threshold HYD-2: Groundwater Supplies

Impact Analysis

According to the EMWD’s Urban Water Management Plan, the EMWD has four main sources of water supply: purchased or imported water purchased from the Metropolitan Water District of Southern California, pumped local potable groundwater (not desalinated), local desalinated groundwater, and recycled water (EMWD 2021). The local groundwater (not desalinated) is

projected to provide approximately 10 to 13 percent of the total water supplies between 2025 and 2045.

The Project Proponent/Developer does not propose the use of any wells or other groundwater extraction activities. Therefore, the Proposed Project would not directly draw water from the groundwater table. Accordingly, implementation of the Proposed Project has no potential to substantially deplete or decrease groundwater supplies and the Proposed Project's potential impact to groundwater supplies would be less than significant.

The Project Site is not located within a groundwater recharge area. The Project Site is in the EMWD Perris North groundwater basin in the West San Jacinto Groundwater Management Area (EMWD 2021). The West San Jacinto Groundwater Management Area covers approximately 256 square miles (over 164,200 acres) and has been divided into six groundwater management zones. Considering that the Project Site is relatively small (87.69 gross acres) in relation to the total size of the groundwater basin, increased impervious surface areas of approximately 88 acres would have negligible impact on opportunity to recharge under the existing conditions. Furthermore, as discussed in Section 4.15, Utilities and Service Systems, of this Draft EIR, the EMWD has adequate water supply to meet the Proposed Project's projected water demand. Therefore, the Proposed Project would not substantially decrease groundwater supplies or interfere with groundwater recharge such that it impedes sustainable groundwater management of the basin. Potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.9.4.3 Threshold HYD-3: Site Drainage and Hydrology (Erosion and Siltation; Stormwater Runoff; Stormwater Drainage System Capacity and Polluted Runoff; and Flood Flows)

Impact Analysis

Development of the Proposed Project would result in increased storm water flows on the Project Site. However, with implementation of the site-specific WQMPs and the construction of on- and off-site storm drain facilities, impacts to the natural drainage pattern would not result in on- or off-site flooding, substantial erosion or siltation, exceed the capacity of existing or proposed stormwater drainage systems, and would not impede or redirect flood flows.

Erosion and Siltation

Grading activities during construction of the Proposed Project may result in wind driven soil erosion and loss of topsoil. All construction and grading activities would comply with Chapter 14.22 (Stormwater/Urban Runoff Management and Discharge Control) of the Perris Municipal

Code and the NPDES General Construction Permit as discussed in Threshold HYD-1. The required compliance with existing regulatory requirements (regulatory Implementation measures RI HYD-1 through RI HYD-3) would ensure that the Proposed Project does not result in substantial erosion or siltation impact during construction.

Upon completion, the Project Site would be developed with concrete tilt up warehouse buildings, trailer parking and associated hardscapes and landscaping that would prevent substantial erosion or siltation from occurring. Therefore, potential impacts associated with erosion would be less than significant.

Flood Flows

Site 1

In the proposed condition, off-site flows are captured and conveyed within street rights-of-way. The Project Site is only impacted by on-site stormwater flows. The graded elevation of the site was set with regards to the floodplain elevations. No portion of the Proposed Project buildings would be lower than the 1420.1 regulatory elevation. Additionally, the top of grates elevations are set at 1418.6 feet minimum, which allows for 1.5 feet of ponding to the 1420.1 regulatory elevation, within the truck parking areas.

On-site flows generated by the Proposed Project would be collected and conveyed using a combination of surface flows, curb and gutter, ribbon gutter, and storm drain lines to the proposed on-site bioretention basin. Site 1 consists of two proposed industrial buildings along with all associated utilities, drive aisles, parking stalls, walkways, and landscape areas. Site 1 would be treated for water quality with a combination of a proposed modular wetland system treatment device and a proposed bioretention basin. The bioretention basin would use a 3.0-foot section of media (1.5 feet of amended soil media, 0.5 foot of choker gravel, and 1.0 foot of gravel) to filter the runoff for water quality treatment. Low flows infiltrate down through the 3.0-foot section of designed media and into the perforated underdrain pipes within the gravel layer, which directly discharge into the proposed outlet structure. The top of grate would be positioned at a higher elevation to hold the existing 2-year, 24-hour storm event to address hydromodification. The outlet structure would require a pump to raise storm flows up to existing elevations, to outlet western site flows to the existing Perris Valley Airport storm drain inlet.

Site 2

In the proposed condition, off-site flows are captured and conveyed within street rights-of-way. The Project Site is only impacted by on-site stormwater flows. The graded elevation of the site was set with regards to the floodplain elevations. The top of grates elevations are set at 1418.6 feet minimum, which allows for 1.5 feet of ponding to the 1420.1 regulatory elevation, within the truck parking areas.

On-site flows generated by the Proposed Project would be collected and conveyed using a combination of surface flows, curb and gutter, ribbon gutter, and storm drain lines to the proposed on-site bioretention basin. Site 2 consists of drive aisles, parking stalls, and landscape areas. All of Site 2 would be treated for water quality with a proposed bioretention basin. The bioretention basin would use a 3.0-foot section of media (1.5 feet of amended soil media, 0.5 foot of choker gravel, and 1.0 foot of gravel) to filter the runoff for water quality treatment. Low flows infiltrate down through the 3.0-foot section of designed media and into the perforated underdrain pipes within the gravel layer, which directly discharge into the proposed outlet structure. The top of grate would be positioned at a higher elevation to hold the existing 2-year, 24-hour storm event to address hydromodification. The outlet structure will require a pump to raise storm flows up to existing elevations, to outlet eastern site flows to the Case Road storm drain channel proposed with the off-site improvements for PM 35877 (P8-1106D, DPR 08-01-0007).

Based on the analyses and results of the Preliminary Drainage Studies (Appendix G), the following conclusions were derived from the hydrology and hydraulic results:

- The proposed drainage improvements would adequately convey flows to the basin and provide flood protection for the 100-year storm event.
- The proposed basin would provide adequate water quality treatment and mitigation for Hydraulic Conditions of Concern.
- The Proposed Project would not impact flooding condition to upstream or downstream properties.

Therefore, the Proposed Project would not impede or redirect flood flows, and potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

Mitigation Measures

No mitigation measure required.

4.9.4.4 Threshold HYD-5: Conflict with Water Quality Control Plan or Sustainable Groundwater Management Plan

Impact Analysis

Surface Water Quality Control Plan. The City of Perris, including the Project Site, is within the Santa Ana River Basin, Region 8, in the Upper Santa Ana Watershed. The Water Quality Control Plan for the Santa Ana River Basin (8) was updated in 2019. The Santa Ana River Basin Plan establishes water quality standards for groundwater and surface water in the basin; that is, standards for both beneficial uses of specific water bodies and the water quality levels that must be maintained to protect

those uses. The Basin Plan includes an implementation plan describing actions by the Santa Ana Regional Water Board and others needed to achieve and maintain the water quality standards. The Santa Ana Regional Water Board regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface waters. The Santa Ana Regional Water Board also regulates discharges from Riverside County's Phase I MS4s through the Riverside County MS4 Permit (Order No. R8-2010-0033 NPDES No. CAS618033, as amended by Order No. R8- 2013-0024) pursuant to Section 402(p) of the Clean Water Act.

As discussed under Threshold HYD-1, the Proposed Project would result in less than significant impacts related to regional surface water quality during construction and operation with the required implementation of regulatory implementation measures RI HYD-1 through RI HYD-4

Groundwater Management Plan. Groundwater below the Project Site and this portion of the Perris Valley is managed by the EMWD. The Project Site is within the Perris North Groundwater Management Zone of the West San Jacinto Groundwater Sub-basin, regulated by the Santa Ana Regional Water Board.

The Project Site is located within the West San Jacinto Groundwater Basin, which is categorized by the California DWR as a "high-priority" basin. Additionally, the basin is not adjudicated; therefore, the West San Jacinto Groundwater Basin is subject to the requirements of the SGMA (DWR, 2019b). The EMWD Board of Directors is the Groundwater Sustainability Agency for the West San Jacinto Groundwater Basin and is responsible for development and implementation of a GSP.

The Groundwater Sustainability Plan for the San Jacinto Groundwater Basin was adopted by the EMWD on September 15, 2021. The purpose of this GSP is to define the groundwater conditions that would be used to ensure ongoing, long-term, sustainable management of the groundwater resources within the Plan Area. The groundwater resources of the San Jacinto Groundwater Basin support domestic, agricultural, municipal and industrial, and environmental uses. Long-term sustainable management includes:

- Maintaining sufficient groundwater in storage to allow for ongoing groundwater production that meets the operational demands of groundwater users in the Plan Area.
- Protecting beneficial uses such as municipal and domestic supplies of fresh groundwater resources in the Lakeview and Perris North Groundwater Management Zones to the extent possible, by minimizing the northward and eastward migration of brackish groundwater from the Perris South Groundwater Management Zone.
- Avoiding subsidence related to groundwater production that substantially interferes with surface land uses.
- Ensuring that groundwater production does not result in significant and unreasonable loss of groundwater dependent ecosystems.

The Proposed Project would not conflict with the GSP. As discussed in Threshold HYD-2, the Proposed Project would be supplied primarily with imported, purchased water for potable water demands and recycled water for non-potable water demands, and the Project Site is not a substantial groundwater recharge area. The Proposed Project would not impact groundwater quality to adversely affect beneficial uses of groundwater supplies. Therefore, the Proposed Project would not conflict with or obstruct implementation of a sustainable groundwater management plan and potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.9.5 Cumulative Impacts

The following sections address various potential cumulative impacts relating to hydrology and water quality that could result from implementation of the Proposed Project.

4.9.5.1 Cumulative HYD-1: Water Quality Standards

Cumulative development within the Santa Ana River Watershed would result in an increase in impervious surfaces in addition to changes in land use and associated pollutant runoff. Increased impervious surface areas are likely to alter hydrology and increase potential pollutant loads. However, as with the Proposed Project, all development and future development in the City and throughout the watershed must obtain coverage under and comply with requirements of the NPDES permit program to ensure that changes in hydrology and potential pollutant loads do not exceed standards set forth by the County. Although continued growth is anticipated to occur in the City and surrounding areas, new development and significant redevelopment would have to minimize their individual impacts to water quality and pollutant transport through implementation of construction and post-construction BMPs. Development throughout the City would be regulated through the County's WQMP requirements and the NPDES permit requirements. All cumulative development would be required to mitigate its own specific impact on water quality and drainage. Therefore, potential cumulative impacts related to water quality would be less than significant.

4.9.5.2 Cumulative Threshold HYD-2: Groundwater Supplies

The Proposed Project is consistent with the City's General Plan Land Use Designation for the Project Site. The natural recharge for the San Jacinto Groundwater Basin is primarily from percolation of water in the San Jacinto River and its tributaries with less recharge from rainfall on the valley floor, primary recharge area being the upper reaches of the San Jacinto River. Therefore, the Proposed Project, along with cumulative projects within the San Jacinto Watershed, would not significantly impact groundwater recharge activities due to increased impervious surfaces. Furthermore, the EMWD's Urban Water Management Plan already accounts for the development of the Project Site as light industrial uses; therefore, the Proposed Project would not result in

additional water-related cumulative impacts within the EMWD service area. The potential cumulative impacts related to groundwater supplies would, accordingly, be less than significant.

4.9.5.3 Cumulative Threshold HYD-3: Site Drainage and Hydrology

Storm water flow conveyance and flood potential would increase as development results in greater amounts of impervious surfaces and channelization for conveyance of peak flows. However, as with the Proposed Project, other cumulative projects in the City are also required to comply with the Riverside County Flood Control & Water Conservation District and the Perris Valley Master Drainage Plan that guide and govern local and regional hydrology and hydraulic modifications. The capacities of planned drainage facilities have been determined assuming a full buildout scenario. All development in the County of Riverside and the San Jacinto Watershed (including the City of Perris) would be required to comply with the requirements of the applicable NPDES permit, the Riverside County Flood Control & Water Conservation District Drainage Area Management Plan, the Perris Valley Master Drainage Plan and Area Drainage Plan, and other pertinent local drainage and conveyance ordinances. The Proposed Project and other cumulative projects must include appropriate BMPs and on-site drainage system to reduce flow volumes exiting the site to meet the applicable standards. Accordingly, the Project-related contribution to impacts associated with storm water flow conveyance would not be cumulatively considerable.

Potential impacts to existing drainage patterns on the Project Site resulting in erosion or siltation would increase from development of the Project Site and throughout the City. However, these impacts would be minimized through compliance with existing regulations. Therefore, no cumulative impacts are anticipated.

Future development within the City, including the Proposed Project, could place structures within the 100-year flood hazard area. However, as with the Proposed Project, these projects would be designed so that building finished floor elevations would be above the FEMA's base flood elevation, so that they do not impede or redirect flood flows. Therefore, potential Project impacts related to hydrology would be less than significant.

4.9.5.4 Cumulative Threshold HYD-5: Conflict with Water Quality Control Plan or Sustainable Groundwater Management Plan

As with the Proposed Project, cumulative projects within the Santa Ana River Basin are required to comply with applicable NPDES General Construction Permit requirements and long-term operational WQMP requirements to ensure that runoff from the Project Site does not contain substantial pollutants that could impair surface or groundwater quality. Therefore, the Proposed Project, individually, or cumulatively, does not have the potential to conflict with any water quality control plans or sustainable groundwater management plans. Cumulative impacts would be less than significant.

4.9.6 Level of Significance Before Mitigation

4.9.6.1 Threshold HYD-1: Water Quality Standards

The Proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

4.9.6.2 Threshold HYD-2: Groundwater Supplies

The Proposed Project would not greatly decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.

4.9.6.3 Threshold HYD-3: Groundwater Supplies

The Proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: result in a substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; 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 impede or redirect flood flows.

4.9.6.4 Threshold HYD-5: Conflict with Water Quality Control Plan

The Proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.9.7 Mitigation Measures

No mitigation measures are required because there were no significant impacts identified under the applicable thresholds.

4.9.8 Level of Significance After Mitigation

Because no mitigation measures are required, potential impacts are the same as described in Section 4.9.6, Level of Significance Before Mitigation.

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4.10 Land Use and Planning

This section evaluates the potential for impacts on land use and planning resulting from implementation of the Perris Airport Logistics Center Project (Proposed Project).

Two Notice of Preparation comment letters in the form of petitions were received from members of the public titled “The People’s Petition to City of Perris: Petition for a Fair, Accurate and Thorough Evaluation of the Safety and Environmental Impact of Proposed Project to Perris Valley Airport” and “The People’s Petition to City of Perris: Concerns RE ALUCP & FAA.” With regard to Land Use and Planning, these petitions focused on the necessity for an extensive review of the wind study; the Riverside County Airport Land Use Commission (ALUC) determination; compliance with the Airport Land Use Compatibility Plan (ALUCP); and height restrictions by the Federal Aviation Administration (FAA).

Other Notice of Preparation comment letters from members of the public related to Land Use and Planning expressed concern with a conflict with surrounding land uses including Perris Valley Airport.

4.10.1 Environmental Setting

The following sections describe the environmental setting for the Proposed Project as it relates to land use and planning.

4.10.1.1 Regulatory Setting

This section describes the regional and local regulatory framework adopted to address land use and planning.

Regional

Regional regulations include planning programs related to March Air Reserve Base/Inland Port Airport (March ARB/IPA) and Connect SoCal - 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (SCAG). On September 3, 2020 SCAG’s Regional Council approved and fully adopted Connect SoCal 2020 – the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy and the addendum to the Connect SoCal Program EIR. These regional planning programs are discussed below. The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP) is discussed in Section 4.8, Hazards and Hazardous Materials, of this EIR. Additionally, other regional programs applicable to the Proposed Project are addressed in the respective topical sections of this EIR (e.g., air quality, biological resource, and water quality).

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

The March ARB/IPA ALUCP was prepared for and adopted by the Riverside County ALUC. In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 et seq.), the Riverside County ALUC has been assigned the lead responsibility for airport land use compatibility planning around each of the public-use and military airports in Riverside County, including the preparation of an Airport Land Use Compatibility Plan for each airport.

An ALUC is an agency authorized under state law to assist local agencies in ensuring compatible land uses in the vicinity of airports. Primary areas of concern for ALUCs are noise, safety hazards, and airport operational integrity. ALUCs are not implementing agencies in the manner of local governments, nor do they issue permits for a project such as those required by local governments. However, pursuant to California Public Utilities Code Section 21676, local governments are required to submit all general plan amendments and zone changes that occur in the ALUC planning areas for consistency review by ALUC. If such an amendment or change is deemed inconsistent with the ALUC land use compatibility plan, a local government may override the ALUC decision by a two-thirds vote of its governing body, if it makes specific findings that the proposed action is consistent with the purposes stated in Section 21670(a)(2) of the Public Utilities Code: “to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards in areas around public airports to the extent that these areas are not already devoted to incompatible uses.”

Southern California Association of Governments

SCAG is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial. As the designated Metropolitan Planning Organization, the federal government mandates SCAG to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additionally, SCAG reviews EIRs for projects having regional significance to ensure they are in line with approved regional plans (SCAG, 2021a). As identified in Section 15206 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), regionally significant industrial projects include “A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area.”

On September 3, 2020 SCAG’s Regional Council approved and fully adopted Connect SoCal 2020, the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, and the

addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal identifies a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians (SCAG, 2021b).

The goals of Connect SoCal fall into four core categories: economy, mobility, environment, and healthy/complete communities. The plan explicitly lays out goals related to housing, transportation technologies, equity, and resilience to adequately reflect the increasing importance of these topics in the region, and where possible the goals have been developed to link to potential performance measures and targets.

Local

The General Plan is intended to facilitate development of the area in an orderly and consistent fashion, that is coordinated with the provision of necessary infrastructure and public improvements. Land use designations and permitted uses are defined in the Land Use Element of the General Plan

The City's Zoning Ordinance (Perris Municipal Code, Title 19), is based on the status of regulatory plans. The following discussion summarizes the current regulatory information for land use and planning that is specifically relevant to the Project.

City of Perris General Plan

The City of Perris General Plan 2030 (General Plan) was approved in April 2005 and includes land use policies and land use maps to guide the future development of the City of Perris. As shown in Exhibit LU1: Planning Areas, of the General Plan Land Use Element, the City of Perris is divided into 10 Planning Areas to provide more detailed land use and policy direction regarding local issues (e.g., land use circulation and open space). The planning areas are defined by similarities and opportunities in land uses, development patterns, and future developments. The Project Site is Located within Planning Area 8: Perris Valley Airport. This planning area represents approximately 7 percent of the City land area. Perris Valley Airport is the most prominent use in the area. General and Light Industrial land use designations predominate.

The Perris General Plan consists of nine elements, which address issues that affect the City, including Housing, Land Use, Circulation, Conservation, Noise, Safety, Open Space, Healthy Community, and Environmental Justice. All activities undertaken by a planning agency must be consistent with the goals and policies of the agency's General Plan. The City of Perris General Plan Land Use Element plays a central planning role in correlating all City land use issues, goals, and objectives into one set of development policies. The Land Use Element includes a Land Use

Map (referred to as the General Plan Map), which was updated on January 3, 2013. The General Plan designates the Project Site for Light Industrial (Site 1 and Site 2) and Public (the connection between Site 1 and Site 2) uses. As allowed under these land use designations, the Proposed Project involves the construction and operation of two industrial buildings and a trailer storage lot with a guard shack.

City of Perris Zoning Code Title 19

The City of Perris Zoning Ordinance (Perris Municipal Code, Title 19) contains the regulatory framework that specifies allowable uses for real property and development intensities; the technical standards such as site layout, building setbacks, heights, lot coverage, and parking; aesthetics related to physical appearance, landscaping, and lighting; a program that implements policies of the General Plan; and the procedural standards for amending or establishing new zoning regulations.

As previously identified, the Project Site also has zoning designations of Light Industrial (Site 1 and Site 2) and Public (the connection between Site 1 and Site 2).

As described in Chapter 2.0, Project Description, of this EIR, the Proposed Project is designed to implement the City's established land use vision as set forth in the General Plan and to comply with the General Plan's development Standards and Guidelines. As noted previously, the General Plan designated the Project Site for Light Industrial uses.

Allowed land uses under the Light Industrial designation include manufacturing, research, warehousing/distribution, assembly of non-hazardous products and materials, and retail related to manufacturing.

City of Perris Good Neighbor Guidelines

In September 2022, the City of Perris City Council adopted the City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities. The purpose of the Good Neighbor Guidelines is to protect sensitive receptors and limit potential impacts primarily related to air quality and noise, while allowing for the planned development of new or modified industrial facilities. The Good Neighbor Guidelines provides recommended policies to supplement the City's Zoning Code and Specific Plans for industrial development. Projects that deviate from the Good Neighbor Guidelines may be approved upon the discretion of the approving authority (City of Perris, 2022).

4.10.1.2 Existing Conditions

Project Site

The Project Site is located in the southern part of the City of Perris, in Riverside County. The Project Site lies on the southeastern portion of the intersection between East Ellis Avenue and Goetz Road. Three paved roads adjoin the Project Site: East Ellis Avenue adjoins the Project Site

on the north; Case Road on the east, and Goetz Road on the west. The Project Site shares interior property lines with the runway of the Perris Valley Airport.

The Project Site consists of undeveloped land with native vegetation. The Project Site is comprised of seven parcels that total 87.69 gross (82.71 net) acres in size, designated as Site 1 and Site 2. Site 1 encompasses Assessor's Parcel Numbers 330-090-031, -033, -036, -038, -040 and 330-100-031. Site 2 encompasses Assessor's Parcel Number 330-090-034.

Site 1 and Site 2 are separated by the runway of Perris Valley Airport and are connected only at the northern edges. Site 1 is bordered by an apartment complex and an open field to the north, the runway of Perris Valley Airport to the east, the Perris Valley Airport parking lot and indoor skydiving facility to the south, and Goetz Road to the west.

Site 2 is bordered by a trucking school, a single-family house that appears to be a business, and a recycling facility to the north. To the east and south, Site 2 is bounded by open fields, and to the west, the runway of Perris Valley Airport.

General Plan and Zoning Designations

As previously indicated, the Project Site is designated for Light Industrial and Public uses in the General Plan. The Light Industrial designation provides for the development of light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials, and retail-related to manufacturing.

Surrounding Land Uses

Properties to the west are designated and zoned General Industrial, properties to the south and east are designated and zoned Light Industrial, and properties to the north are within the Downtown Perris Plan and zoned Employment Plaza.

Based on recent Google Earth imagery, existing land uses in the immediate vicinity of the Project Site appear to include: an apartment complex (northwest of Site 1); an open field (north of Site 1); a parking lot, building supply warehouse, and rock/stone supply yard (west of Site 1); the Perris Valley Airport parking lot and indoor skydiving facility (south of Site 1); the runway of Perris Valley Airport (east of Site 1 / west of Site 2), a privately owned, public use airport primarily used for recreation-based flights; a trucking school, a single-family house that appears to be a business, and a recycling facility (north and northwest of Site 2); and open fields (south, southeast, and east of Site 2).

4.10.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact on land use and planning if it would:

- **Threshold 1:** Physically divide an established community.
- **Threshold 2:** Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

4.10.3 Regulatory Implementation

No regulatory implementation conditions are applicable to the Proposed Project.

4.10.4 Environmental Impacts

The following sections address various potential impacts relating to land use and planning that could result from implementation of the Proposed Project.

4.10.4.1 Threshold LU-1: Physical Division of Established Community

Impact Analysis

The Project Site is currently vacant and undeveloped. It is bounded by Case Road, Ellis Avenue, and Goetz Road. As the Proposed Project would develop a vacant lot, it would not physically divide an established community. The physical development associated with the Proposed Project would involve constructing new warehouse and trailer storage uses on vacant land. The Proposed Project would not be located between or interrupt the interaction or movement of people within an established community. Properties to the west are designated and zoned General Industrial, properties to the south and east are designated and zoned Light Industrial, and properties to the north are within the Downtown Perris Plan and zoned Employment Plaza. The Proposed Project does not physically divide these areas or communities. The Proposed Project would involve the installation of utilities necessary to connect to existing infrastructure systems adjacent to or in the vicinity of the Project Site and would involve improvements to adjacent roadways, consistent with the City of Perris General Plan. Therefore, no impacts associated with the division of an established community would occur and no mitigation would be required.

Significance of Impact

No Impact.

4.10.4.2 Threshold LU-2: Conflict with Applicable Land Use Plans, Policies, and Regulations

Impact Analysis

An analysis of the Proposed Project's consistency with existing regional and local plans (including applicable goals, objectives, and policies) is provided below.

Regional

March Air Reserve Base/Inland Port Authority

According to the March ARB/IPA ALUCP, the Project Site is located within Compatibility Zone E (Other Airport Environs Airport Overlay Zone). As presented in Table MA-2, Basic Compatibility Criteria, of the 2014 March ARB/IPA ALUCP and Table 12.0-1, Compatibility Zone E does not have a restriction on a non-residential, average land use intensity.

With an occupancy rate of 1 person per 500 square feet as determined by the California Building Code, and a building size of 867,070 square feet (Building 1 = 795,109 square feet and Building 2 = 71,961 square feet), the occupancy for the Proposed Project's warehouse buildings would be approximately 1,735 people. With this estimated occupancy of people, based on the California Building Code method for determining concentration of people, it would result in an average of 20 people per acre (based on a net site acreage of approximately 87.69 acres). As Compatibility Zone E does not have restrictions on average land use intensity, the occupancy of 20 people per acre would not conflict with the basic compatibility criteria.

As identified on Table MA-2 of the 2014 March ARB/IPA ALUCP, prohibited uses Compatibility Zone E include hazards to flight only.

A Wind Tunnel Velocity Measurement Report for Safety and Hazard Analysis (Appendix F-2) was prepared for the Proposed Project to assess the potential impact of the Proposed Project on the Perris Valley Airport runway and nearby skydiving landing zones with respect to ongoing aviation and recreation uses.

The Wind Tunnel Velocity Measurement Report analysis found that results for the high-performance landing zone and the student landing zone displayed similar trends as those for the Airport runway, with a general decrease in wind velocity effect observed at the parachute landing zones further south and east with the Proposed Project in place. The magnitude of these velocity reductions is less than the values observed for the existing conditions at the southern end of the runway across all measured wind directions. In each wind direction case, the resulting magnitude of the crosswind and vertical mean velocity with the Proposed Project in place is less than existing conditions observed at the southern end of the runway. Additionally, increases in turbulence intensity were measured at the north end of the runway for wind direction between 212 degrees and 302 degrees, however, the magnitude of the turbulence is considered de minimis and was less than existing conditions measured at other runway locations.

Ultimately the Wind Tunnel Velocity Measurement Report determined that implementation of the Proposed Project would not impact the use of the Airport and would result in a decrease in effect and magnitude of velocity and magnitude of turbulence when compared to existing conditions.

Therefore, the Wind Tunnel Velocity Measurement Report determined that the Proposed Project does not involve any prohibited uses.

Section 4.11, Noise, of this EIR addresses noise exposure for March ARB/IPA operations. As identified, Compatibility Zone E encompasses areas of Other Airport Environs.

The Project Site shares interior property lines with the runway of Perris Valley Airport. Per the Perris Valley ALUCP, the Project Site lies within the Perris Valley Airport Influence Area Boundary, and includes land mapped in Compatibility Zones B1, B2, C, and D (as shown in Exhibit PV-6 of the Perris Valley ALUCP). Additionally, Map PV-3 shows that portions of the Project Site are located within the 65 decibels (dB) Community Noise Equivalent Level (CNEL), 60 dB CNEL, and 55 dB CNEL noise contours (ALUC 2010).

The Proposed Project consists of industrial warehouse/distribution uses. Noise levels up to 70 A-weighted decibels (dBA) CNEL are normally compatible with industrial uses per the City's General Plan. Furthermore, per the ALUCP, industrial land uses (General Industrial and Light Industrial) are considered allowed uses within Compatibility Zones B1, B2, C, and D (ALUC 2010). However, the Proposed Project includes approximately 35,000 square feet of associated office use. Section 19.51.080 of the Perris Municipal Code includes a requirement of 45 dBA CNEL for office space. Section 19.51.080 of the Perris Municipal Code further states that standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior noise standard is 20 dB or less. As previously mentioned, the Project Site is located within the airport's 65 dB CNEL, 60 dB CNEL, and 55 dB CNEL noise contours. Therefore, with standard building construction, the associated office use would not be anticipated to have airport-related interior noise levels exceeding 45 dBA CNEL.

ALUC Consistency Analysis

Pursuant to California Public Utilities Code Section 21676, local governments are required to submit all general plan and zoning amendments that occur in the ALUC planning areas for consistency review by ALUC. If deemed inconsistent with the ALUC plan, a local government may override the ALUC decision by a two-thirds vote of its governing body, if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670 of the Public Utilities Code. The purpose stated in Section 21670(a)(2) is "to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards in areas around public airports to the extent that these areas are not already devoted to incompatible uses." These provisions are not applicable to the Proposed Project, because neither a general plan amendment, specific plan amendment, nor zone change is required for the Proposed Project to be developed. As such, referral to the ALUC is voluntary and optional, and any determination by ALUC is merely advisory.

Here, the City of Perris referred the Proposed Project to ALUC for its review, in ALUC's advisory capacity. On April 10, 2025, ALUC issued a determination of consistency with the 2011 Perris Valley ALUCP and the 2014 March ARB/IPA ALUCP. Therefore, the Proposed Project would not result in a significant impact related to aviation hazards.

Southern California Association of Governments

The fundamental goals of Connect SoCal seek to improve mobility, promote sustainability, facilitate economic development, and preserve the quality of life for the residents in the region. These long-range visioning plans balance future mobility and housing needs with economic, environmental, and public health goals, Table 4.10-1, Connect SoCal Policy Consistency Analysis, presents the Proposed Project's consistency with Connect SoCal. As demonstrated through this analysis, implementation of the Proposed Project would be consistent with the goals and policies of SCAG's regional planning program.

Table 4.10-1. Connect SoCal Policy Consistency Analysis

RTP/SCS Goal	Goal Statement	Project Consistency Discussion
1	Encourage regional economic prosperity and global competitiveness.	No Conflict. The Proposed Project includes development of the Project Site with two industrial warehouse/distribution buildings that have been designed to meet contemporary industry standards and operational characteristics, that can accommodate a wide variety of users and are economically competitive with similar industrial buildings in the local area and region. The Project would assist the City to meet its economic goal for fiscal strength and stability through business investment and employment generation. The Proposed Project has been designed in compliance with the applicable Standards and Guidelines outlined in the General Plan and optimizes the development intensity on the Project Site which is planned for industrial development. Accordingly, the Proposed Project would encourage regional economic prosperity and global competitiveness.
2	Improve mobility, accessibility, reliability, and travel safety for people and goods.	No Conflict. As discussed in Section 4.13, Transportation, Threshold c, the Proposed Project would not result in a substantial safety hazard to motorists. Additionally, the proposed buildings would accommodate the movement of goods throughout the region, which would shorten the length of vehicular trips and increase the reliability of the movement of goods throughout the region. It would also provide employment opportunities close to existing residences, which would allow members of the community to walk or bike to work.
3	Enhance the preservation, security, and resilience of the regional transportation system.	No Conflict. The Proposed Project would contribute to, and would be consistent with, planned land use and growth assumptions for the City of Perris, as anticipated by the City of Perris General Plan. The traffic analysis presented in Section 4.13, Transportation, addresses potential impacts to regional transportation facilities. In addition to the construction of roadways, the Proposed Project developers would pay applicable traffic mitigation fees that would fund additional traffic improvements in the study area and maintenance of roadway infrastructure on the Project Site.
4	Increase person and goods movement and travel choices within the transportation system.	No Conflict. The Proposed Project involves development of two warehouse/distribution buildings within an area planned for industrial uses, in proximity to designated truck routes and to the state highway system, which would avoid or shorten truck-trip lengths on other roadways. Bicycle parking spaces would be provided at the Project Site. The Proposed Project would improve the 17-foot-wide parkway section within the proposed Project's frontage with sidewalk and landscaping; and repair existing sidewalks if damaged during construction. Sidewalks would be constructed to the City's full-width standards.

Table 4.10-1. Connect SoCal Policy Consistency Analysis

RTP/SCS Goal	Goal Statement	Project Consistency Discussion
5	Reduce greenhouse gas emission and improve air quality.	Consistent. Refer to the consistency analysis for Goal 4 above. The Proposed Project's potential air quality and greenhouse gas impacts were evaluated in Section 4.2, Air Quality, and Section 4.7, Greenhouse Gas Emissions, of this EIR. Air quality would not exceed South Coast Air Quality Management District (AQMD) thresholds of significance and potential impacts would be less than significant. Greenhouse gas emissions would also be less than significant.
6	Support healthy and equitable communities.	No Conflict. This policy pertains to health and equitable communities, and these issues area addressed through goals and policies outlined in the Healthy Community Element of the City of Perris General Plan. Relevant to the Proposed Project, the proposed building design would support the health of occupants and users by using non-toxic building materials and finishes, and by using windows and design features to maximize natural light and ventilation. It would also provide employment opportunities close to existing residences, which would allow members of the community to walk or bike to work.
7	Adapt to a changing climate and support an integrated regional development.	No Conflict. Connect SoCal indicates that since the adoption of the 2016 Regional Transportation Plan/Sustainable Communities Strategy, there have been significant drivers of change in the goods movement industry including emerging and new technologies, more complex supply chain strategies, evolving consumer demands, and shifts in trade policies. E-commerce continues to be one of the most influential factors shaping goods movement. As previously identified, the Proposed Project involves the development of two industrial warehouse/distribution buildings that have been designed to meet contemporary industry standards and operational characteristics. The Proposed Project would accommodate a wide variety of users and would be economically competitive with similar industrial buildings in the local area and region. Further, the Project Site is located in an area designated for industrial development in the City of Perris, which benefits from its proximity to key freeway infrastructure (e.g., I-215).
8	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	No Conflict. Connect SoCal indicates that the advancement of automation is expected to have considerable impacts throughout regional supply chains. Notably, warehouses, such as those proposed with the Proposed Project, are increasingly integrating automation to improve operational efficiencies in response to the surge in direct-to-consumer e-commerce. Additionally, continued developments and demonstrations of automated truck technologies will alter the goods movement environment with far-reaching impacts ranging from employment to highway safety. The Proposed Project would meet contemporary industry standards and operational characteristics relative to transportation technologies and data-driven solutions.
9	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	No Conflict. The Project Site is located in an area designated for industrial uses and the Proposed Project would not interfere with the City's ability to encourage the development of diverse housing types that are supported by multiple transportation options in other parts of the City, as appropriate.

Table 4.10-1. Connect SoCal Policy Consistency Analysis

RTP/SCS Goal	Goal Statement	Project Consistency Discussion
10	Promote conservation of natural and agricultural lands and restoration of habitats.	No Conflict. The Proposed Project involves an orderly conversion of land previously used for agricultural purposes to Light Industrial land use, as anticipated in the City of Perris General Plan. There are no lands within the Project Site designated for agricultural uses under the City's General Plan and zoning. As discussed in the Initial Study for the Proposed Project, the Project Site is not classified as Farmland of Local Importance (DOC 2018). The Project Site is vacant, and the Project Site and surrounding areas are not currently being used for agricultural purposes and is not otherwise zoned by the City for agricultural use. With respect to natural resources, refer to the discussion in Table 4.10-1 regarding the Proposed Project's consistency with the Conservation Element of the City's General Plan. In summary, the Proposed Project incorporates mitigation measures that would ensure that any potential impacts to burrowing owl and migratory birds would be reduced to a less than significant level. Additionally, the Project Applicant would obtain required permits and approvals for temporary and permanent impacts to jurisdictional areas.

Notes: EIR = Environmental Impact Report

Local

City of Perris General Plan

All activities undertaken by a planning agency must be consistent with the goals and policies of the agency's General Plan. The City of Perris General Plan was approved in 2005 and, as subsequently amended, serves as the main land use policy document for the City. Therefore, future development in the City must comply with the General Plan's goals and policies. The State of California's general rule for a General Plan consistency determination is that "an action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment" (OPR 2017).

Table 4.10-2, City of Perris General Plan Consistency Analysis, below addresses the Proposed Project's consistency with the current General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect and that are applicable to the Proposed Project. As identified through this consistency analysis, the Proposed Project would not conflict with any applicable General Plan policy adopted for the purpose of avoiding or mitigating an environmental effect.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Land Use Element		
Policy II.A	Require new development to pay its full, fair share of infrastructure costs.	No Conflict. Each individual development, including the Proposed Project, is required to implement the infrastructure needed to serve its proposed uses. Water, wastewater, drainage, and dry utility lines that would be installed as part of the Project are described in Chapter 2.0, Project Description, of this EIR. As required by City Ordinance No. 1182, the Project Proponent would also be required to pay applicable development fees to mitigate the cost of public facilities that support new development.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Policy II. B	Require new development to include school facilities or pay school impact fees, where appropriate.	Consistent. The Project Proponent/Developer would be required to pay school impact fees, as set by the Val Verde Unified School District.
Policy III.A	Accommodate diversity in the local economy.	No Conflict. With an occupancy rate of 1 person per 500 square feet as determined by the California Building Code, and a building size of 867,070 square feet (Building 1 = 795,109 square feet and Building 2 = 71,961 square feet), the occupancy for the building would be approximately 1,735 people. It is anticipated that construction and operational job positions would be filled by workers who would already reside in the local area.
Policy V. A	Restrict development in areas at risk of damage due to disasters.	No Conflict. As discussed in EIR Section 4.9, Hydrology and Water Quality, the Project Site is located within an AE designated flood zone based on the Federal Emergency Management Agency (FEMA) flood insurance rate map (FIRM) number (06065C1440H) effective December 2021. Zone AE designated sites have a 1% chance of flooding annually. As identified in EIR Section 4.6, Geology and Soils, the Project Site is not within an Alquist-Priolo Earthquake Fault Zone. Further, incorporation of the plans, programs, and policies listed in the section as well as mitigation measure MM GEO-1 would ensure that potential impacts related to geology and soils are less than significant.
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 travel modes.	No Conflict. The Proposed Project would not involve or require any changes to the existing transportation network within the City of Perris. Additionally, the Project Proponent/Developer would be required to pay the fair-share of costs associated with City-wide roadway network improvements. Further, installation of sidewalks and bike racks at the Project Site would support alternative travel modes.
Policy III.A	Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	No Conflict. The Proposed Project incorporates a transportation system that builds upon and improves the existing roadways in the area to support existing development and the Proposed Project. In addition, the Project Proponent/Developer would either fund or construct portions of the transportation system beyond the immediate Project Site that would also serve future development.
Policy V.A	Provide for safe movement of goods along the street and highway system.	No Conflict. All roadway construction and improvements would be completed according to the standards and requirements set forth by the City of Perris and in coordination with the City Engineer to ensure that roadways are safe and efficient. Trucks traveling to and from the Project Site would be required to use the City's adopted truck routes. According to the City of Perris Truck Route map, truck access from the I-215 freeway to the Project Site would be from the Case Road interchange north to westerly Ellis Avenue, then south on Goetz Road. Truck access from the I-215 freeway to Site 2 would be from the Case Road interchange north to the driveway along Case Road. These routes allow for the movement of goods without compromising the circulation or safety of local roads.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Policy VII.A.	Implement the Transportation System in a manner consistent with Federal, State, and local environmental quality standards and regulations,	No Conflict. This EIR has been prepared in accordance with the CEQA Guidelines. Further, the Traffic Analysis and VMT Analysis has been prepared in accordance with the guidance provided by the City of Perris, the County of Riverside, and the California Department of Transportation (Caltrans). Through the required public review of the EIR, local, state, and federal agencies can comment on the Proposed Project and its consistency with the applicable standards and regulations. By considering the comments of these agencies in the EIR and throughout the development process, the Proposed Project would maintain consistency.
Conservation Element		
Policy II.A	Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	No Conflict. As identified in Draft EIR Section 4.3, Biological Resources, the required biological surveys were conducted for the Proposed Project to determine the presence or absence of protected biological resources or protected habitat areas. According to the Project-specific habitat assessment, no federal or state-listed plant species were observed within the study area during the field surveys. No special-status wildlife species were observed within the study area. No nesting birds were detected on the Project Site. But the Project Site contains suitable habitat for burrowing owl and is within the Stephens' Kangaroo Rat Habitat Conservation Plan. Because the Project Site is located within the Burrowing Owl Survey Area, a burrowing owl assessment was prepared. No burrowing owls were observed on the Project Site and no burrowing owl sign was detected in association with burrows during focused surveys conducted in 2019, 2020, 2022, and 2024. In an abundance of caution, the Project would implement mitigation measures MM BIO-1 and MM BIO-2 related to burrowing owls and migratory birds to ensure that, if present during construction, any potential impacts to burrowing owl and migratory birds would be reduced to a less than significant level.
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.	No Conflict. The Project Site is within the area subject to the Western Riverside MSHCP. As stated in Section 4.3, Biological Resources, the required biological surveys were conducted for the Proposed Project to determine the presence or absence of protected biological resources or protected habitat areas.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Policy IV.A	Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.	No Conflict. A Cultural Resources Survey Letter Report was prepared for the Proposed Project to address potential impacts to historical and archaeological resources. No significant historical or archaeological resources were found within the Proposed Project disturbance area during site surveys. Due to the potential to encounter unknown archaeological and paleontological resources during construction, mitigation measures MM CUL-1 and MM GEO-1 have been identified, which include requirements for monitoring and actions to be taken in the event resources are discovered during construction. These measures have been incorporated into the Proposed Project to ensure that any significant archaeological and paleontological resources encountered during construction are protected in accordance with local, state, and federal regulations.
Policy V.A	Coordinate land-planning efforts with local water purveyors.	No Conflict. As discussed in EIR Section 4.14, Utilities and Service Systems, the demand for the Proposed Project is within the limits of the projected demand accounted for in the Eastern Municipal Water District's (EMWD) 2020 Urban Water Management Plan. The EMWD has determined that it is able to meet water demands within its service area during normal, single-dry and multiple-dry water years through 2045. The Proposed Project is within the maximum build out of the General Plan considered by the General Plan EIR which serves as the basis for UWMP projections. Therefore, the anticipated project demand would be within normal growth projections for water demand in the EMWD service area.
Policy VI.A	Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	No Conflict. As discussed in Section 4.9, Hydrology and Water Quality, of this Draft EIR, development of the Project Site would involve grading more than 1 acre. Therefore, the Project Proponent/Developer would be required to obtain an NPDES General Construction permit and comply with permit requirements effective at the time of construction.
Policy VII.A	Preserve significant hillsides and rock outcroppings in the planning areas.	No Conflict. There are no hillsides and rock cropping within Project Site boundaries.
Policy X.B.	Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.	Consistent. As described in Chapter 2.0, the Proposed Project would provide landscaping. The Proposed Project would provide 386,567 square feet of landscaped area, covering 38.82 percent of the Project Site where a minimum of 15 percent is required. A total of 231 trees would be provided where 88 are required.
Policy X.C.	Encourage strategic shape and placement of new structures within new commercial and industrial projects.	No Conflict. The Proposed Project would promote energy conservation by taking advantage of natural lighting and ventilation, sunlight, and shade, as appropriate based on-site conditions. Light colored truck yards and roof would be installed to reduce heat gain.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
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	No Conflict. These criteria, as adopted by the City's General Plan Noise element, are used by the City of Perris in determining the land use compatibility for new development projects. Noise levels of up to 70 dBA CNEL are normally acceptable for industrial uses. Normally acceptable noise levels do not require any special noise insulation requirements. Noise levels are conditionally acceptable for uses with conventional construction but with closed windows and fresh air supply systems. The conditionally acceptable noise standard is 80 dBA CNEL for industrial uses. The Final Air Installations Compatible Use Zones Study for March Air Reserve Base shows that the Project Site is located beyond the 60 dBA CNEL noise contour for March ARB/IPA. Per the Perris Valley ALUCP, portions of the Project Site are located within the 65 dB CNEL, 60 dB CNEL, and 55 dB CNEL noise contours for Perris Valley Airport. Noise Element Appendix G shows that future roadway noise levels at General Plan buildout along Goetz Road from Ellis Avenue to Mountain Avenue are expected to be 70 dBA CNEL at 44 feet from the roadway centerline. Future roadway noise levels at General Plan buildout along Case Road from Ellis Avenue to Murietta Road are expected to be 70 dBA CNEL at 88 feet from the roadway centerline. Therefore, roadway noise levels are the primary source of noise at the Project Site. The proposed buildings would be located beyond the 70 dBA CNEL noise contours for all noise sources.
Policy II.A.	Appropriate measures shall be taken in the design phase of future roadway widening projects to minimize impacts on existing sensitive noise receptors.	No Conflict. The Perris Municipal Code limits the hours for construction to between 7:00 AM and 7:00 PM and prohibits construction on Sundays and most legal holidays. Regulatory Implementation measure RI NOI-6 also identifies best management practices including specifications for construction equipment and would be incorporated as part of the Proposed Project.
Policy IV.A.	Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher.	No Conflict. The proposed light industrial uses are not noise sensitive land uses. As discussed above, the proposed buildings would be located beyond the 70 dBA CNEL noise contours for the two nearby airports.
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.	No Conflict. The nearest existing sensitive receptors are located approximately 370 feet northwest of the Project Site boundary.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
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.	No Conflict. The roadway improvements that would occur as a part of the Proposed Project would improve traffic circulation in the area. These would also improve the ability of emergency vehicles to access the Project Site and surrounding properties. Driveway 5 along Case Road would serve as an Emergency Exit. Driveway 6 along Case Road would have full access for trucks and passenger cars to the truck trailer lot on Site 2. Street improvements along Ellis Avenue as part of the Proposed Project would connect with the proposed improvements along Case Road, which are a part of the off-site street improvements associated with the IDI North Project, which is situated northeast of the Project Site. The Proposed Project driveways have been designed to accommodate large trucks with trailers that would be used for the distribution of goods to and from the site. As discussed above, adequate turn radii and sight distance would be provided. Regulatory Implementation condition RI TR-4 also requires that adequate emergency vehicle access shall be provided to the satisfaction of the Riverside County Fire Authority.
Policy S-2.2	Require new development or major remodels to include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element	No Conflict. As described in Chapter 2.0, the Proposed Project would include the installation of on-site storm drain, water quality, water, sewer, electric, natural gas, and telecommunications infrastructure systems to serve the proposed warehouse. The on-site utility infrastructure would connect to existing utilities in the vicinity of the Project Site or new utility lines that would be installed within the public right-of-way adjacent to the Project Site. These infrastructure systems would be consistent with the provisions contained 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.	No Conflict. The Project Site is located within the urbanized area of the City and would have direct access to Case Road and Ellis Avenue.
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.	No Conflict. Driveway 5 along Case Road would serve as an Emergency Exit. Driveway 6 along Case Road would have full access for trucks and passenger cars to the truck trailer lot. Additionally, associated roadway improvements would provide adequate ingress/egress.
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	No Conflict. As discussed in EIR Section 4.9, Hydrology and Water Quality, the water courses around the Project have been identified by FEMA as Zone AE. Zone AE is an area of base floodplain or 1 percent annual chance of flood. The Project Site is not located in an area of high flood hazard according to the Safety Element.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Policy S- 4.3	Require new development projects and major remodels to control stormwater run-off on site.	No Conflict. As identified in EIR 4.9, Hydrology and Water Quality, development of the Proposed Project involves increased impervious surface from 87.69 to 88 acres having a negligible impact. With implementation of the site-specific WQMPs and the construction of on- and off-site storm drain facilities, impacts to the natural drainage pattern would not result in on- or off-site flooding, substantial erosion or siltation, exceed the capacity of existing or proposed stormwater drainage systems, and would not impede or redirect flood flows.
Policy S- 4.4	Require flood mitigation plans for all proposed projects in the 100- year floodplain (Flood Zone A and Flood Zone AE).	No Conflict. As discussed in EIR Section 4.9, Hydrology and Water Quality, the water courses around the Project have been identified by FEMA Zone AE. Zone AE is an area of base floodplain or 1 percent annual chance of flood.
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.	No Conflict. According to Exhibit S-5, Wildfire Hazards, of the Safety Element, the Project Site is not located in or near an area identified as being within a Very High Fire Hazard Severity Zone (VHFHSZ). The Proposed Project would not require the transfer of development right to lower risk areas.
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.	No Conflict. The Proposed Project would construct roadway improvements necessary to serve the proposed uses and would improve emergency access to the Project Site and surrounding areas. Access to the Proposed Project would be provided from the roadways surrounding the Project Site. Driveway 5 along Case Road would serve as an Emergency Exit. Driveway 6 along Case Road would have full access for trucks and passenger cars to the truck trailer lot. Additionally, associated roadway improvements would provide adequate ingress/egress.
Policy S- 5.10	Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.	No Conflict. Refer to the consistency analysis for Policy V.A of the Conservation Element, above.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
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.	No Conflict. The Project Site is within the airport influence area (AIA) of March ARB/IPA and Perris Valley Airport. The Project Site is located within the Zone E – Other Airport Environs Airport Overlay Zone for the March ARB/IPA Airport Land Use Compatibility Plan. Due to its proximity to the Perris Valley Airport runway, the Project Site is within Compatibility Zones A through D of the Perris Valley Airport Land Use Compatibility Plan. Because neither a general plan amendment, specific plan amendment, nor zone change is required for the Proposed Project to be developed, referral to ALUC is voluntary and optional, and any determination by ALUC is merely advisory. Here, the City of Perris referred the Proposed Project to ALUC for its review, in ALUC's advisory capacity. On April 10, 2025, ALUC issued a determination of consistency with the 2011 Perris Valley ALUCP and the 2014 March ARB/IPA ALUCP. Therefore, the Proposed Project would not result in a significant impact related to aviation hazards.
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.	No Conflict. Because neither a general plan amendment, specific plan amendment, nor zone change is required for the Proposed Project to be developed, referral to ALUC is voluntary and optional, and any determination by ALUC is merely advisory. Here, the City of Perris referred the Proposed Project to ALUC for its review, in ALUC's advisory capacity. On April 10, 2025, ALUC issued a determination of consistency with the 2011 Perris Valley ALUCP and the 2014 March ARB/IPA ALUCP. Therefore, the Proposed Project would not result in a significant impact related to aviation hazards.
Policy S- 6.3	Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	No Conflict. Refer to Policy S-6.2 above.
Policy S- 7.1	Require all development to provide adequate protection from damage associated with seismic incidents.	No Conflict. As identified in EIR 4.6, Geology and Soils, the 2022 California Building Code, as adopted by the City, provides guidelines and parameters that reduce the effects of ground shaking produced by regional seismic events, and the Proposed Project proponent shall implement seismic design considerations in accordance with the 2022 California Building Code (or current building code), which is reflected in General Plan Measure I.E.5. Further, consistent with General Plan measure I.E.2, the Proposed Project would be designed and constructed in accordance with all final Geotechnical Report recommendations.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
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.	No Conflict. As identified in EIR Section 4.6, Geology and Soils, a Geotechnical Investigation was prepared by Southern California Geotechnical for the Proposed Project and included as Appendix E. The Geotechnical Investigation analyzed the potential seismic and geologic hazards at the Project Site.
Policy S-7.4	Ensure slope stability issues are effectively addressed in both developed and developing areas within the City	No Conflict. As identified in EIR Section 4.6, Geology and Soils, the Project Site is relatively flat and not located near any areas that possess potential landslide characteristics. There are no hillsides or steep slopes on the Project Site or in the immediate vicinity of the area.
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.	No Conflict. As identified in EIR Section 4.8, Hazards and Hazardous Materials, the Proposed Project would be required to comply with all applicable federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the U.S. Environmental Protection Agency, California Department of Toxic Substances Control, South Coast Air Quality Management District (discussed in Section 4.2, Air Quality, of this EIR), and Regional Water Quality Control Board (discussed in Section 4.9, Hydrology and Water Quality, of this EIR). With mandatory compliance with applicable hazardous materials regulations, the Proposed Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials.
Health Community Element		
Policy HC 1.3	Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.	No Conflict. As described in Section 4.1, Aesthetics, of this EIR, development of the Proposed Project with industrial uses would introduce new permanent sources of light into the area in the form of signage, building lighting, and parking lot lighting for nighttime operations, security, and safety. Proposed Project lighting is anticipated to include a combination of operational, street, and security lighting on the building's exterior and in parking areas that would conform to the Title 24 and City standards that regulate outdoor lighting. Additionally, the transportation analysis provided design requirements for safe circulation.
Policy HC 2.4.	Promote development patterns and policies that: Reduce commute times Encourage the improvement of vacant properties and the reinvestment in neighborhoods Provide public space for people to congregate and interact socially Foster safe and attractive environments	No Conflict. The Project Proponent/Developer would develop the vacant sites with industrial uses consistent with the design guidelines and development standards outlined in the General Plan. The Proposed Project includes 35,000 total square feet of office space that would provide an area for people to congregate and interact.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Policy HC 2.6	Encourage land use and urban design to promote physical activity, provide access to nutritious foods, and reduce air pollution.	No Conflict. Refer to the consistency analysis for Policy HC 2.3 and Policy HC 2.4, above, which address the Proposed Project's consistency with policies that promote physical activities. Also, refer to the consistency analysis for Goal 5 of Connect SoCal, which addresses air quality.
Policy HC 3.5	Promote job growth within Perris to reduce the substantial out-of-Perris job commutes that exist today.	No Conflict. With an occupancy rate of 1 person per 500 square feet as determined by the California Building Code, and a building size of 867,070 square feet (Building 1 = 795,109 square feet and Building 2 = 71,961 square feet), the occupancy for the Proposed Project buildings would be approximately 1,735 people. With this estimated occupancy of people, based on the California Building Code method for determining concentration of people, it would result in an average of 20 people per acre (based on a net site acreage of approximately 87.69 acres). It is anticipated that there would be employment opportunities generated for local residents.
Policy HC 4.1	Promote public spaces that foster positive human interaction and healthy lifestyles.	No Conflict. Refer to the consistency analysis for Policy HC 2.4, above, which address spaces for interaction.
Policy HC 6.1	Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.	No Conflict. Refer to the consistency analysis for Goal 5 of Connect SoCal, above, regarding air quality and health of the residents in the region. Also, refer to the consistency analysis for Connect SoCal Goal 8, which addresses new technology.
Policy HC 6.2	Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.	No Conflict. Refer to the consistency analysis for Policy VIII.A of the Conservation Element, above, which addresses water and resource conservation. Further, as discussed in Section 4.9, Hydrology and Water Quality, of this EIR, the Proposed Project would be implemented in compliance with applicable regulations for the protection of water quality during construction and operation.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Policy HC 6.3	Promote measures that will be effective in reducing emissions during construction activities. Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations. All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD. Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded.	No Conflict. As further discussed in Section 4.2, Air Quality, of this EIR, the Proposed Project would be implemented in compliance with applicable South Coast AQMD rules in place to protect air quality in the region during construction activities. Additionally, the Proposed Project incorporates mitigation measure MM AQ-1 to reduce Project-related construction emissions.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
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. 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, daycare centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a “good neighbor.”	No Conflict. The Proposed Project is consistent with surrounding designated land uses including General Industrial to the west and Light Industrial to the south and east. The Proposed Project is consistent with the City’s General Plan land use designations and intensity. The truck court entries would be secured with an 8-foot-high wrought iron rolling gate and screened with 14-foot-high concrete wing walls. The southern and eastern property lines would be secured with an 8-foot-high tube steel fence, painted black. This would minimize impacts to surrounding sensitive receptors.
Goal 3.1 Policy	Support identification, clean-up, and remediation of local toxic sites through the development review process.	No Conflict. A Phase I ESA was completed for the Proposed Project. No Recognized Environmental Conditions were documented or identified in the Phase 1 ESA related to potentially hazardous materials. The Proposed Project is consistent with this Environmental Justice Policy.
Goal 3.1 Policy	Inform existing industries of the state 5-minute maximum idling limitation and condition new industrial projects to enforce the state’s 5-minute maximum idling limitation for stationary diesel trucks.	No Conflict. As further discusses in Section 4.2, Air Quality, of this EIR, the delivery vehicles were assumed to idle for a maximum of 15 minutes per vehicle per day, consistent with South Coast AQMD recommendations. The South Coast AQMD recommendation is conservative compared to the CARB Air Toxic Control Measure, which regulates truck idling time to 5 minutes of less and is intended to account for idling that may would occur at facility entrances and exits, during truck maneuvering, and at the loading bay or truck parking areas.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Goal 3.1 Policy	Encourage smoke-free/vape-free workplaces, multi-family housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke. As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a “good neighbor.”	No Conflict. The City has adopted its official Good Neighbor Guidelines for industrial development projects. However, the Proposed Project would not result in significant impacts related to the identified issues. The Proposed Project would not generate unacceptable noise at the nearby residence. Traffic improvements would be constructed by the Proposed Project. Further, the Proposed Project would conform with policies to prevent light and air pollution. The Proposed Project would be consistent with this Environmental Justice 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.	No Conflict. The Proposed Project would include 25 bicycle locations. The Proposed Project would improve the 17-foot-wide parkway section within the Proposed Project's frontage with sidewalk and landscaping; and, repair existing sidewalks if damaged during construction. Sidewalks would be constructed to the City's full-width standards.

Notes: ALUCP = Airport Land Use Compatibility Plan; CBC = California Building Code; EIR = Environmental Impact Report; March ARB/IPA = March Air Reserve Base/Inland Port; MM = mitigation measure

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities (Perris Good Neighbor Guidelines) were adopted in September 2022. The Perris Good Neighbor Guidelines are applicable to all new warehouse, logistics, and distribution facilities and act as a supplement to the City's Zoning Code and Specific Plans. The goals and policies in the Perris Good Neighbor Guidelines are intended to balance economic growth, industrial development, and business success, while implementing methods for the reduction of potential negative impacts on sensitive receptors. (Perris GNG, p. 3.) The Perris Good Neighbor Guidelines consist of seven goals with recommended policies under each goal. In addition to complying with the Perris Municipal Code and any other regulations regarding parking and operating a commercial vehicle, the Proposed Project would implement the Perris Good Neighbor Guidelines goals and recommended policies identified below.

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

- The Proposed Project would be designed to LEED Silver standards.
- Building massing would be consistent with the City's Industrial Design Guidelines to ensure the cohesive development of the Project Site with the surrounding areas.

- Proposed Project driveways, loading docks, and internal circulation routes are designed away from sensitive receptors.
- Truck loading bays and drive aisles are designed to minimize truck noise to sensitive receptors.
- All Proposed Project lighting would be directed down into the interior of the Site and not spill over onto adjacent properties.
- The Proposed Project includes adequate on-site parking for commercial trucks and passenger vehicles and adequate on site queuing for trucks away from sensitive receptors.
- Future tenants/operators at the Project Site would post signs in prominent locations indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited.
- Future tenants/operators at the Project Site would install signs at all truck exit driveways directing truck drivers to the truck route as indicated in the City approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.
- Future tenants/operators at the Project Site would install signs in public view with contact information of the facility operator and South Coast AQMD for complaints related to excessive dust, fumes, or odors, and truck and parking complaints. Any complaints made to the facility operator shall be answered within 72 hours of receipt.
- Future tenants/operators at the Project Site would post signs in the appropriate locations indicating that parking and maintenance of all trucks shall be conducted within designated areas and not within the surrounding community or on public streets.
- Future tenants/operators at the Project Site would provide signs and mark drive aisle pavement markings which identify the onsite circulation pattern.
- The Proposed Project landscaping would exceed the standards in the Perris General Plan and would be consistent with Perris GNG. Conceptual Landscaping plan would be approved prior to the City issuing building permits.

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

- The Proposed Project would minimize air quality impacts of trucks on sensitive receptors by:
 - Future tenants/operators at the Project Site would restrict diesel engine and construction equipment idling to 5 minutes or less (South Coast AQMD Rule 2485).
 - The Proposed Project is designed with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets.

- For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.
- On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided or be powered by alternative technology.
- The Proposed Project has been designed to separate passenger vehicles parking from enclosed truck parking/truck court, and have separate primary access.
- At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles.
- Future tenants/operators at the Project Site would encourage the replacement of diesel fleets with new model vehicles.
- Future tenants/operators at the Project Site would prevent the queuing of trucks on streets or elsewhere outside the warehouse facility or near sensitive receptor.
- Future tenants/operators at the Project Site would promote the installation of on-site electric hookups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where transport refrigeration units (TRUs) are proposed to be used.
- Proposed Project operation would not result in the emissions of odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable at or beyond the Project Site.
- The Proposed Project has been designed such that exits and entries are not located near sensitive receptors.
- On-site speed bumps would not be proposed, except at security/entry gates.
- The Proposed Project would reduce nitrogen and diesel particulate matter emissions (South Coast AQMD Rule 2305).
- Future tenants/operators at the Project Site would use zero emission on-site motorized operational equipment.
- The Proposed Project's building would be installed with solar panels so that 100 percent of the office areas is supplied with power needed.
- Future tenants/operators at the Project Site would comply with California Air Resources Board (CARB) Truck and Bus Regulations.
- Future tenants/operators at the Project Site would coordinate with CARB and SCAQMD to provide the latest information.
- Project design and operations would comply with CALGreen.

- Future tenants/operators at the Project Site would post signs on the Project Site for truck engines to be turned off when not in use.

Goal 3: Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.

- Future tenants/operators at the Project Site would ensure compliance with truck routing plans to avoid sensitive receptors to the extent feasible.
- The Proposed Project is designed to provide adequate turning movements at Project driveways.
- The Proposed Project is designed which separate truck and passenger vehicle driveways to minimize vehicle/truck conflicts.

Goal 4: Provide buffers between warehouses and sensitive receptors.

- On-site equipment, such as forklifts, will be electric with the necessary electrical charging stations provided or be powered by alternative technology.
- The Proposed Project has been designed to exceed the 15 percent requirement of on-site landscaping area.
- The Proposed Project has been designed the incorporate a 14-foot-high decorative block wall to screen the trailer yard.
- The Proposed Project would include at least two decorative materials and would consist of a variation in plane and form, varied roof lines.
- The Project Site has been designed to have landscaping along to the bordering streets.
- Future tenants/operators at the Project Site would be required to irrigate Project Site landscaping for the life of the Proposed Project unless otherwise prohibited by water conservation mandates.
- The Proposed Project design includes a 14-foot wall along the trailer yard to further reduce noise related impacts and addresses aesthetics related impacts near sensitive receptors.
- The Proposed Project has been designed to reduce impacts to sensitive receptors by reducing visibility to the trailer yard.
- Future tenants would post directional guidance signage for trucks entering and existing the facility.

Goal 5: Establish an education program to inform truckers of health effects of diesel particulate and conduct community outreach to address residents' concerns.

- All required public notices pertaining to a Project's entitlement would be provided by the City to all owners of real property on the latest records of the County Assessor within 500 feet of the Project Site. or to at least 25 property owners, whichever is greater.
- Future tenants/operators at the Project Site would provide training on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

- Future tenants/operators at the Project Site would require their drivers to park and perform any maintenance of trucks in designated areas on the Project Site and not within the surrounding community or on public streets.
- Future tenants/operators at the Project Site would establish a rideshare program, in accordance with South Coast AQMD Rule 2202.
- Future tenants/operators at the Project Site would provide information to truck drivers regarding the health effects of diesel particulates and the importance of being a good neighbor.
- Future tenants/operators at the Project Site would be encouraged to obtain information from and utilize resources provided by CARB and the South Coast AQMD.

Goal 6: Implement construction practice requirements in accordance with state requirements to limit emission and noise impacts from building demolition, renovation, and new construction.

- During construction, the Project Proponent/Developer would provide monthly reports to the City demonstrating compliance with City of Perris Good Neighbor Guidelines construction-related policies.
- All diesel fueled off-road construction equipment greater than 50 horsepower used during Proposed Project construction would be equipped with CARB Tier 4 Compliant engines if such equipment is available within a 50-mile radius of the Project Site. If Tier 4 equipment is not available within 50 miles of the Project Site, Tier 3 or cleaner off road construction equipment would be utilized.
- Equipment used for Proposed Project construction would be equipped with properly operating and maintained mufflers, consistent with manufacturer's standards.
- To the extent practicable, the Proposed Project's construction contractors would locate or park all stationary construction equipment away from sensitive receptors near the Project Site.
- The surrounding streets would be swept on a regular basis to remove any construction related debris and dirt.
- Appropriate dust control measures that meet the South Coast AQMD Rule 403 standards would be implemented for Project-related grading and construction activity.
- Construction equipment maintenance records, data sheets, and any other records necessary to verify compliance with CARB standards, would be kept on site and furnished to the City upon request.
- A construction traffic control plan would be prepared prior to grading. This plan would detail the locations of equipment staging areas, material stockpiles, proposed road closures (if necessary), and hours of construction operations to minimize impacts to sensitive receptors.
- Construction noise levels for both daytime and nighttime would be below the City's noise standard.

- The Proposed Project's maximum daily disturbance area (actively graded area) would be consistent with the Project's Air Quality/Greenhouse Gas Analysis included as Appendix B of this Draft EIR.
- If SCE can feasibly provide temporary power for charging electric-powered construction equipment, an area of the Project Site would be designated for charging electric-powered construction vehicles and equipment.
- During construction, signs would be placed in public view with contact information for a designated representative of the building occupant and a South Coast AQMD representative designated to receive complaints about excessive dust, fumes, or odors on the Project Site.

Goal 7: Ensure compliance with the California Environmental Quality Act (CEQA) and state environmental agencies.

- The Air Quality/Greenhouse Gas Analysis prepared for the Proposed Project (included as Appendix B of this Draft EIR) was conducted within the context of CEQA. The methodology for this analysis followed the CEQA Air Quality Handbook prepared by the South Coast AQMD for quantification of emissions and evaluation of potential impacts to air resources. As recommended by South Coast AQMD staff, Project-related emissions were quantified through use of the California Emissions Estimator Model® version 2022.1.1.24 (CalEEMod).
- A Noise Study was prepared for the Proposed Project and is included as Appendix I of this Draft EIR.
- Future tenants/operators at the Project Site would incorporate transportation demand management (or Voluntary Commute Trip Reduction) measures to the extent feasible.
- Future tenants/operators at the Project Site would provide signage regarding CARB regulations as approved by the City.
- The Proposed Project's buildings would be installed with solar panels so that 100 percent of the office areas is supplied with power needed.
- Low volatile organic compounds (VOC) paints and coatings would be used as required by South Coast AQMD Rule 1113.
- Signage would be legible, durable, and weather-proof as approved by the City.

Significance of Impact.

Less Than Significant.

4.10.5 Cumulative Impacts

The following sections address various potential cumulative impacts relating to land use and planning that could result from implementation of the Proposed Project.

This cumulative impact analysis considers development of the Proposed Project in relation to the City's General Plan land use policies and zoning ordinances, along with other developmental policies.

4.10.5.1 Cumulative Threshold LU-1: Physical Division of Established Community

The Proposed Project would not divide an established community and would not contribute to a cumulative impact with respect to this impact.

4.10.5.2 Cumulative Threshold 2 LU-: Conflict with Applicable Land Use Plans, Policies, and Regulations

Consistent with this conclusion and as discussed in this section, the Proposed Project would not result in a significant impact on land use and planning. Implementation of cumulative development in accordance with the General Plan, including the Proposed Project, would continue to convert undeveloped land to urban uses. The character and overall intensity of the Proposed Project are consistent with existing land uses within the City and in the Project vicinity. The Proposed Project is therefore consistent with the planned development for the Project Site. Furthermore, cumulative development projects would be reviewed for consistency with adopted land use plans and policies by the City of Perris (including General Plan policies and zoning requirements), in accordance with the requirements of CEQA, state Zoning and Planning Law, and the Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. Future development in the City would also be governed by policies, implementation measures, and programs to ensure orderly urban development.

Therefore, it can be assumed that through these requirements, future development would be consistent with adopted goals and policies and compatible with existing land uses. However, even if the cumulative impact of these projects would be significant, the Proposed Project's contribution to such cumulative land use impacts is less than significant and is thus not cumulatively considerable because (1) the proposed development would not change the type or amount of development anticipated by the City's General Plan; (2) the Proposed Project does not conflict with adopted goals and policies as identified through the analysis presented in this section.

4.10.6 Level of Significance Before Mitigation

4.10.6.1 Threshold LU-1: Physical Division of Established Community

The Proposed Project would develop a vacant lot and would not physically divide an established community. Further, the Proposed Project does not include any new roadways or structures that would physically divide the existing community. Therefore, no impact would occur.

4.10.6.2 Threshold LU-2: Conflict with Applicable Land Use Plans, Policies, and Regulations

Because neither a general plan amendment, specific plan amendment, nor zone change is required for the Proposed Project to be developed, referral to ALUC is voluntary and optional, and any determination by ALUC is merely advisory.

Here, the City of Perris referred the Proposed Project to ALUC for its review, in ALUC's advisory capacity. On April 10, 2025, ALUC issued a determination of consistency with the 2011 Perris Valley ALUCP and the 2014 March ARB/IPA ALUCP. Therefore, the Proposed Project would not result in a significant impact related to aviation hazards.

4.10.7 Mitigation Measures

No Project-specific mitigation measures are required for the Proposed Project.

4.10.8 Level of Significance After Mitigation

Not applicable.

4.11 Noise

This section evaluates the potential noise impacts that would result from implementation of the proposed Perris Airport Logistics Center Project (Proposed Project). This section discusses the existing noise environment within and around the Project Site, as well as the regulatory framework for regulation of noise. This section analyzes the effect of the Proposed Project on the existing ambient noise environment during construction and operational activities and evaluates the Project's noise effects for consistency with relevant local agency noise policies and regulations. Information presented in this section is based on vehicle and construction noise modeling prepared by Harris & Associates dated June 16, 2024, and is included in Appendix I to this EIR.

4.11.1 Environmental Setting

The following sections describe the environmental setting for the Proposed Project as it relates to noise.

4.11.1.1 Fundamentals of Environmental Noise

Quantification of Noise

The California Department of Transportation (Caltrans) defines noise as sound that is loud, unpleasant, unexpected, or undesired. Further, for the purposes of noise analysis, noise only exists if a source, path, and receiver are present. Sound pressure waves must be produced by a source and transmitted through a medium, such as air. The sound must be perceived by, registered by, or affect a receptor, such as an ear or noise monitoring device (Caltrans 2013).

Sound pressure levels are quantified using a logarithmic ratio of actual sound pressures to a reference pressure squared, called bels. A bel is typically divided into tenths, or decibels (dB). Sound pressure alone is not a reliable indicator of loudness because frequency (or pitch) also affects how receptors respond to the sound. To account for the pitch of sounds and the corresponding sensitivity of human hearing to them, the raw sound pressure level is adjusted with a frequency-dependent A-weighting scale that is stated in units of decibels (dBA) (Caltrans 2013). Typical A-weighted noise levels are listed in Table 4.11-1, Typical A-Weighted Noise Levels.

Table 4.11-1. Typical A-Weighted Noise Levels

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

Source: Caltrans 2013.

Note: dBA = A-weighted decibel

A receptor's response to a given noise may vary depending on the sound level, duration of exposure, character of the noise sources, the time of day during which the noise is experienced, and the activity affected by the noise. Activities most affected by noise include rest, relaxation, recreation, study, and communications, such as quiet conversation or telephone calls. In consideration of these factors, different measures of noise exposure have been developed to quantify the extent of the effects from a variety of noise levels. For example, some measures consider the 24-hour noise environment of a location by using a weighted average that penalizes noise levels during normal relaxation and sleep hours. Other measures consider an average noise level over a period of time that includes ambient noise and a steady-state noise source for a given period of time within the averaging period (Caltrans 2013). The indices for measuring community noise levels that are used in this report are defined below:

Leq, the equivalent energy level, provides an average acoustic or sound energy content of noise, measured during a prescribed period, such as 1 minute, 15 minutes, 1 hour, or 8 hours. The sound level may not be constant over the measured time period, but the average decibel sound level, given as dBA Leq, contains an equal amount of energy as the fluctuating sound level.

CNEL, the community noise equivalent level, is the average equivalent A-weighted sound level over a 24-hour period. This measurement applies weights to noise levels during evening and nighttime hours to compensate for the increased disturbance response of people at those times. CNEL is the equivalent sound level for a 24-hour period with a +5 dBA weighting applied to all sound occurring between 7:00 p.m. and 10:00 p.m. and a +10 dBA weighting applied to all sound occurring between 10:00 p.m. and 7:00 a.m.

Ldn, the day-night noise level, is a 24-hour Leq, except that the nighttime hours (10:00 p.m. to 7:00 a.m.) are assessed a 10 dBA penalty. This penalty attempts to account for the fact that nighttime noise levels are potentially more disturbing than equal daytime noise levels.

The decibel level of a sound decreases (or attenuates) as the distance from the source of that sound increases. For a single point source, such as a piece of mechanical equipment, the sound level normally decreases by approximately 6 dBA for each doubling of distance from the source. Sound that originates from a linear (or “line”) source, such as vehicular traffic, attenuates by approximately 3 dBA per doubling of distance. Other contributing factors that affect sound reception include ground absorption, topography that provides a natural barrier, meteorological conditions, or the presence of human-made obstacles, such as buildings and sound barriers (Caltrans 2013).

Noise Effects

Reaction to a given sound varies depending on acoustic characteristics of the source and the environment of the receptor. The A-scale deemphasizes low-frequency sounds because humans are more sensitive to high-frequency sounds that are more likely to cause hearing damage. People tend to compare an intruding noise to existing background noise levels. If a new noise is considerably louder or noticeable above existing levels, it is generally considered objectionable. The activity that the receptor is engaged in also affects response. For example, the same noise source, such as constant freeway traffic, may be more objectionable to people sleeping than to workers in a factory. A 3 dBA change is the smallest increment that is perceptible by most receivers, and a 5 dBA change in community noise level is clearly noticeable. Generally, 1 to 2 dBA changes are not detectable, except under controlled laboratory conditions. A sound that is 10 dBA greater than the reference sound is typically perceived as twice as loud (Caltrans 2013).

4.11.1.2 Fundamentals of Environmental Vibration

Vibration is defined as dynamic excitation of an elastic system, such as the ground or a structure, that results in oscillatory movement of the system (Caltrans 2020). Typical human-made causes of earthborne vibration include trains and construction activities such as blasting, pile-driving, and operation of heavy earthmoving equipment. The resulting waves transmitted through solid material are referred to as structureborne or groundborne vibration. Vibration energy spreads out as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. The vibration levels inside a building depend on the vibration energy that reaches the foundation and the characteristics of the structure that affect propagation of the vibration through it. A heavier building will typically experience lower vibration levels. The most common impact associated with vibration is annoyance resulting from the effects of vibration, such as building movement, rattling of windows, shaking of items on shelves or walls, and rumbling sounds. In more extreme cases, building damage may occur. Because the effects of vibration elicit a greater response than the vibration itself, vibration is typically only perceptible to people inside buildings (FTA 2018).

Vibration levels are typically expressed in terms of the peak particle velocity (PPV) and root mean square (RMS) amplitude, both in inches per second (in/sec). PPV is most appropriate for evaluating building damage potential. Caltrans estimates that continuous vibration levels of less than 0.08 PPV and single-event vibration levels of less than 0.12 PPV do not result in damage to even the most fragile historic buildings (Caltrans 2020). The Federal Transit Administration (FTA) has identified a maximum PPV of 0.2 in/sec for fragile buildings and 0.12 in/sec for extremely fragile historic buildings (FTA 2018).

PPV does not account for human response to vibration. The RMS amplitude is used to represent average vibration amplitude, which accounts for the time it takes for the human body to respond to vibration signals. The RMS amplitude is also given in decibel notation, referenced as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration relative to human response. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. Like airborne noise, groundborne noise is measured in dBA. The sound level accompanying vibration is generally 25 to 40 dBA lower than the vibration velocity level in VdB. Due to its low-frequency components, groundborne noise sounds louder than broadband noise with the same noise level. Typical vibration levels from various sources are shown in Table 4.11-2, Typical Levels of Groundborne Vibration. As shown in this table, the background vibration velocity level in residential areas is usually around 50 VdB, which is below the 65 VdB threshold of human perception (FTA 2018). The same human reaction corresponds to a given vibration velocity level and its resulting noise level; therefore, for simplicity, this analysis refers only to a source's VdB to describe potential human response to groundborne vibration and noise.

Table 4.11-2. Typical Levels of Groundborne Vibration

Vibration Level VdB ¹	in/sec RMS	Typical Sources (50 feet from source)	Human/Structural Response
100	0.01	Blasting from construction projects	Threshold, minor cosmetic damage to fragile buildings
90–100	0.003–0.01	Bulldozers and other heavy tracked construction equipment	Difficulty with tasks such as reading
80–90	0.001–0.003	Commuter rail and rapid transit, upper range	Residential annoyance, infrequent events (e.g., commuter rail)
70–80	0.0003–0.001	Typical commuter rail, bus or truck over bump, typical rapid transit	Residential annoyance, frequent events (e.g., rapid transit)
60–70	0.0001–0.0003	Bus or truck, typical	Limit for vibration-sensitive equipment, approximate threshold for human perception
50	0.00003	Typical background vibration	Not detectable

Source: FTA 2018.

Notes: in/sec = inches per second; RMS = root mean square; VdB = vibration decibel

¹ RMS vibration velocity level in VdB relative to 10–6 in/sec.

The general human response to different groundborne vibration velocity levels is described in Table 4.11-3, Human Response to Different Levels of Groundborne Vibration.

Table 4.11-3. Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Noise Level		Human Reaction
	Low Frequency	Mid Frequency	
65 VdB	25 dBA	40 dBA	Approximate threshold of perception for many people. Mid-frequency sound may disturb sleep.
75 VdB	35 dBA	50 dBA	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is annoying. Mid-frequency noise disturbs sleep and is considered annoying in more quiet areas.
85 VdB	45 dBA	60 dBA	Vibration acceptable only if there are an infrequent number of events per day. Low-frequency noise disturbs sleep and mid-frequency noise can be annoying to daytime noise sensitive land uses, such as schools.

Source: FTA 2018.

Note: dBA = A-weighted decibel; VdB = vibration decibel

4.11.1.3 Regulatory Setting

This section describes the federal, state, and local regulatory framework adopted to address noise.

Federal

Federal Aviation Administration Standards (Code of Federal Regulations, Title 14, Part 150)

Enforced by the Federal Aviation Administration (FAA), Code of Federal Regulations, Title 14, Part 150, prescribes the procedures, standards, and methods governing the development,

submission, and review of airport noise exposure maps and airport noise compatibility programs, including the process for evaluating and approving or disapproving those programs. The code also identifies those land uses that are normally compatible with various levels of exposure to noise by individuals. The FAA considers residential land uses to be compatible with exterior noise levels at or less than 65 dBA Ldn.

Federal Transit Administration Standards

Although the Federal Transit Administration (FTA) standards are intended for federally funded mass transit projects, the impact assessment procedures and criteria included in the FTA Transit Noise and Vibration Impact Assessment Manual (September 2018) are routinely used for projects proposed by local jurisdictions. The manual includes a threshold for building damage of 0.5 PPV (in/sec).

State

California Noise Control Act of 1973 (California Health and Safety Code, Sections 46000–46080)

California Health and Safety Code, Sections 46000–46080, known as the California Noise Control Act of 1973, finds that excessive noise is a serious hazard to the public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens through the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians free from noise that jeopardizes their health or welfare. Section 46050.1 mandates development guidelines for the preparation and content of General Plan Noise Elements.

Business and Professions Code

Business and Professions Code, Section 11010, and Civil Code, Sections 1102.6, 1103.4, and 1353, address buyer notification requirements for lands around airports. Any person who intends to offer subdivided lands, common interest developments, and residential properties for sale or lease within an airport influence area is required to disclose that fact to the person buying the property.

Regional

Riverside County ALUCP

The Riverside County Airport Land Use Commission (ALUC) is the lead agency responsible for airport land use compatibility planning in Riverside County. The fundamental purpose of ALUC is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to

incompatible uses. The basic function of the airport land use compatibility plan is to promote compatibility between airports and the land uses that surround them. Compatibility plans serve as a tool for use by airport land use commissions in fulfilling their duty to review proposed development plans for airports and surrounding land uses. Additionally, compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners in their design of new development.

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

The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP) was prepared for and adopted by the Riverside County ALUC. The Project Site is located within the Airport Influence Area of March Air Reserve Base/Inland Port Airport (March ARB/IPA) and is subject to the 2014 March ARB/IPA ALUCP. The Project Site is located within Zone E – Other Airport Environs Airport Overlay Zone for the March ARB/IPA ALUCP per Title 19 of the Perris 1 Code (Ch. 19.51). Zone E does not have a restriction on a non-residential, average land use intensity. Prohibited uses within include hazards to flight only.

Perris Valley Airport ALUCP

The runway of Perris Valley Airport, a private airport primarily used for recreation-based flights, bisects the Project Site. Due to its proximity to the Perris Valley Airport runway, the Project Site is also within Compatibility Zones A through D of the Perris Valley ALUCP. The Proposed Project's warehouses, truck yard, employee parking, and retention basins would be situated in Zones B1 through D. Warehouses and truck yards are permitted uses in Zones B1 through D under the ALUCP. Zone B1 is the most restrictive zone with regards to allowable uses and occupancy; Zone D is less restrictive.

Local

City of Perris General Plan

The City of Perris has adopted a Noise Element (adopted 2005, amended 2016) of the Perris Comprehensive General Plan (General Plan) to control and abate environmental noise, and to protect the citizens of Perris from excessive exposure to noise. The Noise Element specifies the maximum allowable unmitigated exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. In addition, the Noise Element identifies noise policies and implementation measures designed to protect, create, and maintain an environment free from noise that may jeopardize the health or welfare of sensitive receptors, or degrade quality of life.

The noise standards identified in the Noise Element are guidelines to evaluate the acceptability of the transportation-related noise level impacts. These standards are based on the Office of Planning and Research and are used to assess the long-term traffic noise impacts on land uses. According to the City of Perris General Plan Exhibit N-1 Land Use Compatibility for Community Noise Exposure,

noise-sensitive land uses such as single-family residences are normally acceptable with exterior noise levels below 60 dBA CNEL and conditionally acceptable with noise levels below 65 dBA CNEL. Industrial uses, such as the Proposed Project, are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL, and conditionally acceptable with exterior noise levels between 70 to 80 dBA CNEL (City of Perris 2005).

Additionally, the Noise Element includes Policy V.A, which addresses noise levels generated by industrial uses. Implementation Measure V.A.1 requires that new large-scale industrial facilities located within 160 feet of sensitive land uses identify specific measures necessary to ensure that noise levels to be generated in conjunction with operation of a proposed facility do not exceed 60 dBA CNEL at the property line of the adjoining sensitive land use. The specific goals and policies of the General Plan related to noise that are relevant to the Project and a discussion of the Project's consistency is provided in Table 4.10-2, City of Perris General Plan Consistency Analysis, in Section 4.10, Land Use and Planning, of this EIR.

Perris Municipal Code

Chapter 7.34 of the Perris Municipal Code establishes base ambient noise levels and establishes maximum noise level limits for stationary noise sources. The Perris Municipal Code addresses noise impacts in terms of the maximum noise level (L_{max}).

Section 7.34.040 – Sound Implication

No person shall amplify sound using sound amplifying equipment contrary to any of the following:

1. The only amplified sound permitted shall be either music or the human voice, or both.
2. The volume of amplified sound shall not exceed the noise levels set forth in this subsection when measured outdoors at or beyond the property line of the property from which the sound emanates:
 - Maximum noise level 60 dBA from 10:01 p.m. to 7:00 a.m.
 - Maximum noise level 80 dBA from 7:01 a.m. to 10:00 p.m.

Section 7.34.050 – General Prohibition

- It unlawful for any person to willfully make, cause or suffer, or permit to be made or caused, any loud excessive or offensive noises or sounds which unreasonably disturb the peace and quiet of any residential neighborhood or which are physically annoying to persons of ordinary sensitivity or which are so harsh, prolonged or unnatural or unusual in their use, time or place as to occasion physical discomfort to the inhabitants of the city, or any section thereof. The standards for dBA noise level in Section 7.34.040 shall apply to this section. To the extent that the noise created causes the noise level at the property line to exceed the ambient noise level by more than 1.0 decibel, it shall be presumed that the noise being created also is in violation of this section.

- The characteristics and conditions which should be considered in determining whether a violation of the provisions of this section exists should include, but not be limited to, the following:
 - The level of the noise.
 - Whether the nature of the noise is usual or unusual.
 - Whether the origin of the noise is natural or unnatural.
 - The level of the ambient noise.
 - The proximity of the noise to sleeping facilities.
 - The nature and zoning of the area from which the noise emanates and the area where it is received.
 - The time of day or night the noise occurs.
 - The duration of the noise.
 - Whether the noise is recurrent, intermittent, or constant.

Section 7.34.060 – Construction Noise

- The Perris Municipal Code, Section 7.34.060, identifies the City's construction noise standards and permitted hours of construction activity. Pursuant to Section 7.34.060, it is unlawful for any person between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Further, Section 7.34.060 states that noise from construction activity shall not exceed 80 dBA Lmax in residential zones of the City.

Section 7.34.070 – Refuse Vehicles and parking lot sweepers

- No person shall operate or permit to be operated a refuse compacting, processing or collection vehicle or parking lot sweeper between the hours of 7:00 PM to 7:00 AM in any residential area unless a permit has been applied for and granted by the City.

Section 7.34.080 – Disturbing, excessive, offensive, declaration of certain acts constituting.

- The following activities, among others, are declared to cause loud, disturbing, excessive or offensive noises in violation of this section and are unlawful, namely:
 - Horns, Signaling Devices, etc. Unnecessary use or operation of horns, signaling devices or other similar devices on automobiles, motorcycles or any other vehicle
 - Leaf blowers
 1. A "leaf blower" means any portable, hand-held or backpack, engine-powered device with a nozzle that creates a direct able airstream which is capable of and intended for moving leaves and light materials.

2. No person shall operate a leaf blower in any residential zoned area between the hours of 7:00 p.m. and 8:00 a.m. on weekdays and 5:00 p.m. and 9:00 a.m. on weekends or on legal holidays.
3. No person may operate any leaf blower at a sound level in excess of 80 decibels measured at a distance of 50 feet or greater from the point of noise origin.
4. Leaf blowers shall be equipped with functional mufflers and an approved sound limiting device required to ensure that the leaf blower is not capable of generating a sound level exceeding any limit prescribed in this section.

Section 19.51.080 – Noise

- Chapter 19.51 of the Perris Municipal Code establishes noise levels and regulations for land uses within the March ARB/IPA Airport Overlay Zone (MAOZ).
 - Airport Related Noise. Noise compatibility standards are intended to prevent the establishment of noise-sensitive land uses in portions of the airport environ that are exposed to significant levels of aircraft noise. Where permitted within the Airport Overlay Zone (AOZ), the following noise-sensitive land uses shall comply with applicable noise exposure criteria:
 3. All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and the Riverside County ALUC policy.
 4. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB).
 5. Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities (Perris Good Neighbor Guidelines) were adopted in September 2022. The purpose of the Perris Good Neighbor Guidelines is to protect residential areas in the City while allowing for the planned

development of new or modified industrial facilities. The Perris Good Neighbor Guidelines apply to all new warehouse, logistics, and distribution facilities with applications submitted after September 2022. The Perris Good Neighbor Guidelines contain the following policies related to noise that are applicable to the Proposed Project:

- Goal 1** Protect the neighborhood characteristics of the urban, rural, and suburban communities.
- Policy 1.3** When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.
- Policy 1.4** Truck loading bays and drive aisles shall be designed to minimize truck noise.
- Policy 1.6** If a public address (PA) system is being used in conjunction with a warehouse/distribution facility operation, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.
- Goal 4** Provide buffers between warehouses and sensitive receptors.
- Policy 4.8** An additional wing wall shall be installed perpendicular to the loading dock areas, where feasible, to further attenuate noise related to truck activities and address aesthetics related to loading area when adjacent to sensitive receptors. Vines or other appropriate plant material should be planted in front of the screen walls to soften views from the street.
- Goal 6** Implement construction practice requirements in accordance with state requirements to limit emissions and noise impacts from building demolition, renovation, and new construction.
- Policy 6.1** In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.
- Policy 6.3** Construction contractor shall utilize construction equipment with properly operating and maintained mufflers, consistent with the manufacturer's standards.
- Policy 6.4** Construction contractors shall locate or park all stationary construction equipment away from sensitive receptors nearest the project site, to the extent practicable.
- Policy 6.8** Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.
- Policy 6.9** Minimize noise from construction activities.
- Goal 7** Ensure compliance with the California Environmental Quality Act (CEQA) and state environmental agencies.

Policy 7.4 A Noise Impact Analysis shall be prepared to evaluate potential impacts to the neighboring properties. It shall include construction and operation noise impacts, including stationary and offsite increases to ambient noise levels.

4.11.1.4 Existing Noise Environment

The noise environment in the Project Site is characterized by transportation noise sources, including Perris Valley Airport, railroad, and roadway noise. These sources are evaluated further below. Other existing noise sources include existing industrial buildings in the area surrounding the Project Site. Industrial noise sources include truck deliveries, operation of machinery, and heating, ventilation, and air conditioning (HVAC) systems. The nearest area zoned for sensitive land use is the residential zone located northwest of the Project Site at the intersection of Goetz Road and Ellis Avenue. The area is currently developed with the Hunt Club Apartments, which are separated from the site by an existing vacant lot.

The Project Site is located adjacent to Perris Valley Airport, and the Project Site is bisected by the airport runway. Perris Valley Airport is located in the middle of the Project Site. Per the Perris Valley Airport ALUCP, the Project Site lies within the Perris Valley Airport Influence Area Boundary, and includes land mapped in Compatibility Zones B1, B2, C, and D (as shown in Exhibit PV-6 of the ALUCP). Additionally, Map PV-3 shows that portions of the Project Site are located within the 65 dB CNEL, 60 dB CNEL, and 55 dB CNEL noise contours (ALUC 2010). The Project Site also located within Zone E of the March Air Reserve Base/Inland Port ALUCP, which does not restrict non-residential intensity (ALUC 2014). The Final Air Installations Compatible Use Zones Study for March Air Reserve Base shows that the Project Site is located beyond the 60 dBA CNEL noise contour for March ARB/IPA.

The existing San Jacinto Branch Line railroad tracks run along Case Road. The tracks are owned by the Riverside County Transportation Commission. The line is used for freight and commuter service, typically with two freight trains a day at various times day and night, and daytime only commuter service. Railroad noise modeling for the City's General Plan Noise Element calculated that the 60 dBA CNEL noise level contour for rail operation is approximately 502 feet from the centerline of the tracks. Since the General Plan modeling was completed, commuter rail service has started on this line, and the contour distance likely extends beyond 502 feet. Additionally, this distance is extended to approximately 2,518 feet at grade crossings where a warning horn is sounded (City of Perris 2016). The Project Site is located within 500 feet of the rail line, and a crossing is located at the intersection of Ellis Avenue and Case Road.

Interstate 215 is a major source of roadway noise in the Project area. According to the General Plan Noise Element (City of Perris 2016), long-term noise levels from Interstate 215 on the segment from Case Road to Ethanac Road are anticipated to exceed 70 dBA CNEL up to 383 feet from the freeway centerline, 65 dBA CNEL up to 825 from the freeway centerline, and 60 dBA CNEL up to 1,778

feet from the freeway centerline based on hard site conditions. The Project Site is located approximately 4,200 feet from the Interstate 215 freeway and would be located outside of the modeled noise contours. Other major roadways in the Project area include Goetz Road and Case Road.

Table 4.11-4, Existing Roadway Noise Levels, shows the existing noise levels generated by the roadways surrounding the Project Site. Existing noise levels were calculated using the methods described in the Section 4.11.4.1, Threshold N-1: Exceedance of Noise Standards, for Proposed Project impacts. Traffic volumes and roadway configurations were obtained from the traffic analysis prepared for the Proposed Project (Appendix J), and speed limits obtained from the Noise Element (City of Perris 2016). Existing heavy truck volumes are assumed to be 11 percent of total daily traffic based on traffic counts conducted for the traffic analysis (Appendix J).

As shown in Table 4.11-4, existing noise levels from Goetz Road and Case Road currently exceed the normally acceptable noise compatibility standard of 60 dBA CNEL for multi-family residences and other noise sensitive land uses. Existing noise levels from Ellis Avenue do not exceed the normally acceptable noise compatibility standard at the nearest sensitive receptors. Goetz Road and Case Road also exceed the normally acceptable noise compatibility standard of 70 dBA CNEL for industrial uses but are within the 70-80 dBA CNEL conditionally acceptable standard for industrial uses. However, Case Road does not exceed noise compatibility standards at the nearest identified sensitive receptors. Conditionally acceptable noise environments may be acceptable for development that includes adequate noise insulation features. Conventional construction with fresh air supply systems that allow for closed window conditions typically suffice (City of Perris 2016).

Table 4.11-4. Existing Roadway Noise Levels

Roadway	Segment	Existing ADT	Noise Level at 50 Feet from Roadway Centerline (dBA CNEL)	Noise Level at Nearest Sensitive Receptor (feet from centerline, dBA CNEL)
Ellis Avenue	Goetz Road to Future Driveway 4	200	54.0	164; 48.8
	Driveway 4 to Case Road	200	54.0	640; 42.9
Goetz Road	Ellis Avenue to Driveway 1	9,300	74.0	164; 48.8
	Driveway 1 to Cai Court	10,300	74.4	430; 64.7
	Cai Court to Malbert Street	10,300	74.4	710; 62.5
Case Road	Driveway #5 to Murrieta Road	10,700	73.4	3,490; 55

Source: Urban Crossroads 2024 (traffic data); See Appendix I for noise model assumptions and output.

Notes: ADT = average daily traffic; CNEL = community noise equivalent level; dBA = A-weighted decibel

4.11.2 Thresholds of Significance

According to Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), the Project would have a significant impact on noise if it would:

- **Threshold N-1:** 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.
- **Threshold N-2:** Generation of excessive groundborne vibration or groundborne noise levels.
- **Threshold N-3:** For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the Project area to excessive noise levels.

4.11.3 Regulatory Implementation

RI NOI-1	The Project will comply with the California Building Code, Title 24, Building Standards Administrative Code, Part 11, CALGreen, Section 5.507.
RI NOI-2	The Project will be operated in accordance with Section 7.34.040, Sound Amplification, of the City of Perris Municipal Code, which prohibits amplified sound other than music, the human voice, or both; and prohibits amplified sound from exceeding the noise levels of 60 dBA between 10:01 pm to 7:00 am (nighttime) and 80 dBA between 7:01 am to 10:00 pm (daytime) when measured outdoor at or beyond the property line of the property from which the sound emanates.
RI NOI-3	The Project will be constructed in accordance with Section 7.34.060, Sound Amplification, of the Perris Municipal Code, which makes it unlawful to erect, construct, demolish, excavate, alter, or repair any building or structure in such a manner as to create disturbing excessive or offensive noise between the hours of 7:00 pm of any day and 7:00 am of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays.
RI NOI-4	The Project will be operated in accordance with Section 7.34.070, Refuse Vehicles and Parking Lot Sweepers, which prohibits operation of a refuse compacting, processing or collection vehicle or parking lot sweeper between the hours of 7:00 pm to 7:00 am in any residential area unless a permit has been applied for and granted by the City of Perris.
RI NOI-5	The Project will include the following Best Management Practices (BMPs) on project plans and in contract specifications to minimize construction noise:

- All equipment, whether fixed or mobile, will be equipped with properly operating and maintained mufflers, consistent with manufacturer standards.
- All stationary construction equipment will be placed so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- As applicable, all equipment shall be shut off and not left to idle when not in use.
- To the degree possible, equipment staging will be located in areas that create the greatest distance between construction-related noise and vibration sources and existing sensitive receptors.
- Jackhammers, pneumatic equipment, and all other portable stationary noise sources will be directed away and shielded from existing residences in the vicinity of the project site. Either one-inch plywood or sound blankets can be utilized for this purpose. They should reach up from the ground and block the line of sight between equipment and existing residences. The shielding should be without holes and cracks.

RI NOI-6 The Proposed Project shall comply with the applicable requirements of the Perris Good Neighbor Guidelines.

4.11.4 Environmental Impacts

The following sections address various potential impacts relating to noise that could result from implementation of the Project.

4.11.4.1 Threshold N-1: Increases in Noise Levels

Impact Analysis

The potential for the Project to result in a significant increase in noise level from off-site traffic, onsite operation, and construction are addressed below.

Construction Noise

In accordance with the Perris Municipal Code, the Project would result in a significant impact during construction if construction activities would create noise levels in residential zones that exceed the construction noise level limit of 80 dBA Lmax (Perris Municipal Code 7.34.060).

Perris Municipal Code, Section 7.34.060, allows daytime construction activities between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday, except legal holidays. Construction equipment is expected to operate on the Project site eight hours per day during the authorized days and time periods; however, the typical working hours for most construction contractors are 7:00 a.m. to 4:00 p.m., and construction equipment is not in continual use; each piece of equipment is used only periodically during a typical construction workday. Should construction activities need to occur outside of the hours permitted by the Municipal Code, the Project Applicant would be

required to obtain authorization from the City. Should on-site concrete pouring activities need to occur at night to facilitate proper concrete curing, pours would typically occur between the approximate hours of 2:00 a.m. and 8:00 a.m. and would be conducted in accordance with conditions of City approval.

Construction of the Proposed Project would generate noise that could expose nearby receptors to elevated noise levels. The magnitude of the impact would depend on the type of construction activity, equipment, duration of the construction phase, distance between the noise source and receiver, and intervening structures. Sound levels from typical construction equipment range from 60 to 90 dBA L_{eq} at 50 feet from the source (FHWA 2008). Noise from construction equipment generally exhibits point source acoustical characteristics. Strictly speaking, a point source sound decays at a rate of 6 dBA per doubling of distance from the source. The rule applies to the propagation of sound waves with no ground interaction.

Consistent with air quality modeling for the Project, construction of the development is assumed to take approximately two years and would require site preparation, grading, paving, building construction, and architectural coating phases. Standard equipment, such as dozers, loaders, graders, backhoes, scrapers, and miscellaneous trucks, would be used for construction of the Proposed Project. Noise levels from construction on the Project Site were determined based on typical equipment noise levels established by the Roadway Construction Noise Model (FHWA 2008) (see Appendix I). The construction fleet is assumed based on the CalEEMod output for Project air quality modeling (Appendix B). The five noisiest pieces of construction equipment (grader, dozer, scraper, and two excavators) that could be required for any phase of the Project were assumed to operate in the same location and would have the potential to generate noise levels up to 85.7 dBA at 50 feet from the construction site. This fleet is anticipated to be required during the grading phase of construction. These estimates are conservative because construction equipment for a single construction activity would be over several acres and would not be operating simultaneously.

Noise levels from construction would be attenuated to below 80 dBA approximately 100 feet from active construction areas. The nearest residential zone is approximately 160 feet from the northwestern Project boundary. Therefore, noise levels from construction equipment would not exceed the daytime construction noise level threshold of 80 dBA L_{max} at sensitive receptors, and the potential impact would be less than significant.

Project-generated construction traffic would incrementally increase noise on surrounding roadways from worker vehicle trips and haul trips. Based on the CalEEMod output for the Project, construction would generate a maximum of 364 worker vehicle trips and 630 haul trips in a given day (Appendix B). Maximum worker trips would occur during building construction, and maximum haul trip would occur during grading. Construction trips would be below the total 2,730

average daily trips, including 736 truck trips, generated by the Project during operation (see Appendix B). As discussed above, Project operation would not significantly increase off-site ambient vehicle noise. As such, temporary construction traffic would not result in a significant temporary increase in off-site vehicle noise. The potential impact would be less than significant.

Operational Noise

Project-related operational noise would result in a significant impact if new noise sources would exceed City of Perris Lmax exterior noise level standards in the Perris Municipal Code and the CNEL noise level criteria identified in City of Perris General Plan Noise Element. In accordance with the Municipal Code, operation of the Proposed Project would result in a significant impact if operation would exceed the 80 dBA Lmax daytime or 60 dBA Lmax nighttime noise level standards at sensitive receiver locations (Perris Municipal Code, Section 7.34.040).

City of Perris General Plan Noise Element, Implementation Measure V.A.1 establishes a 60 dBA CNEL exterior noise level standard at residential receiver locations within 160 feet of a new industrial use. The nearest existing sensitive receptors are located approximately 370 feet northwest of the Project Site boundary. The Project Site is separated from this area zoned for residential use (Downtown Specific Plan – Neighborhood zone) by the approximately 160-foot right-of-way of the Goetz Road/Ellis Avenue intersection. As such, this implementation measure does not apply to the Proposed Project.

Currently, there are no identified end users for the Proposed Project. Since the end users are unknown, hours of operation and employee count could vary, but is assumed for planning purposes to operate 24 hours per day, 7 days per week. Office workers would likely have typical shifts of Monday through Friday, 8:00 AM to 5:00 PM, while warehouse staff could work in day, evening, and night shifts. Because future operation specifications are currently unknown, Project operation is evaluated based on noise analysis of similar industrial projects, including the First March Logistics Project proposed in the City of Perris (Urban Crossroads 2023), and the Weld Boulevard Industrial Distribution and Manufacturing Warehouse Project proposed in the City of El Cajon (Harris & Associates 2022). Consistent with similar warehouse and light industrial uses, Project business operations would primarily be conducted within the enclosed buildings. Operational noise would generally be limited to exterior activities, including traffic movement, parking, loading and unloading of trucks at designated loading bays, roof-top HVAC units, trash enclosure activity, and operation of landscape equipment. These activities are evaluated individually below, followed by a discussion of cumulative noise exposure.

Table 4.11-5, Operation Reference Noise Levels, summarizes the reference noise levels for operational activities based on similar projects.

Table 4.11-5. Operation Reference Noise Levels

Noise Source	Reference Noise Level (dBA at 50 feet)	
	Hourly Leq	Lmax
Loading Dock Activity	73 (Building 1) 66.5 (Building 2)	74.8
Roof-top HVAC	73	73
Parking Lot Vehicle Movements	56.1	69
Truck Movements	58.0	73.1

Source: Urban Crossroads 2023, Harris & Associates 2022.

Note: Worst-case reference noise level from similar projects assumed. A 24-hour sound power levels of 111.5 was assumed for each of three loading dock areas for the First March Logistics Project, up to 41 dock doors each. Sound power level for one area was converted to a sound pressure level of 66.5 dBA at 50 feet based on the equation $SPL = SWL - [10 \cdot \log(Q/4\pi \cdot r^2)]$. The Project would include a total of 159 dock doors. Based on the reference dock area size of 41 doors, four sections of dock doors at 66.5 dBA each at 50 feet are assumed for Building 1, and one section is assumed for Building 2. This Leq is conservative compared to the 68 dBA Leq calculated for the Weld Boulevard Industrial Distribution and Manufacturing Warehouse Project that would serve approximately 370 average daily truck trips, similar to the Project's 324 average daily truck trips.

Loading Dock Activity

Loading Dock activity would be limited to Site 1. Building 1 would include 146 dock doors and 3 grade doors. Building 2 would include 10 ground level doors to serve standard delivery trucks. However, not all dock doors at Site 1 would be in use at the same time. There are typically many more dock door positions on warehouse buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies. As a result, many dock door positions are frequently inactive throughout the day. It is assumed that trucks would comply with CARB idling time restrictions that limit heavy duty truck idling to five minutes (California Code of Regulations, Title 13, Section 2485).

The reference noise levels in Table 4.11-5 for loading dock activity includes trucks maneuvering, truck loading, truck unloading, backup alarms or beepers, truck docking, and support equipment operations, such as forklifts. Maximum noise levels would occur as a result of intermittent, isolated events at different loading docks and would generally not combine to result in a higher maximum noise level at an individual receptor. As such, loading dock activity would not exceed the Perris Municipal Code daytime maximum noise level of 80 dBA. Maximum noise levels would have the potential to exceed the nighttime 60 dBA maximum noise level up to approximately 275 feet from the source. The nearest sensitive receptors are located approximately 370 feet northwest of the Project Site. Therefore, loading dock activity would not exceed Perris Municipal Code standards for maximum noise levels during daytime or nighttime hours.

Average noise levels of 73 dBA (Building 1) and 66.5 (Building 2) for loading dock activities may occur continuously throughout daytime and nighttime hours, resulting in a 24-hour average of 79.7 dBA CNEL and 73.2 dBA CNEL at 50 feet, respectively. The nearest loading dock to a Project property line is located approximately 140 feet from Building 2 and approximately 442 from Building 1 loading docks. At this distance, combined noise levels from operation of both buildings

would be reduced to approximately 66 dBA CNEL. The area adjacent to this property line is zoned for industrial use. The Project would not exceed the 70 dBA CNEL standard for surrounding industrial zones. The nearest residential zone is located approximately 850 feet from Building 1 loading docks and more than 2,400 feet from Building 2 loading docks. At this distance, combined noise levels would be approximately 55 dBA and would not exceed the 60 dBA noise standard for residential zones. This noise level estimate is conservative and does not take into account that Building 1 loading docks are located on the east side of the building and Building 2 docks on the south side of the building, so that docks are oriented away from the residential zone and proposed buildings would provide noise attenuation.

Roof-top HVAC

The specifications of the proposed HVAC system are unknown at this time are assumed to be similar to reference warehouse and distribution projects. As shown in Table 4.11-5, noise from new mechanical HVAC equipment is assumed to generate continuous noise levels up to 73 dBA CNEL at a distance of 50 feet without installation of shielding. Assuming location of a unit on the edges of Building 1 and Building 2 closest to a property line, HVAC noise from Building 1 would be approximately 70 dBA CNEL at the western property line, and HVAC noise from Building 2 would be approximately 64 dBA CNEL at the southern property line. As such, HVAC noise would not exceed the 70 dBA noise compatibility standard at adjacent residential zones. Building 1 is located approximately 600 feet from the residential zone to the northeast. At this distance, HVAC unit noise would be reduced to approximately 51 dBA CNEL and would not exceed the residential noise compatibility standard. The estimates are conservative and do not assume any noise attenuation features.

Parking Lot and Truck Vehicle Movements

Site 1 and Site 2 would generate intermittent noise from parking lots and truck movements. Noise sources from typical parking lots include car alarms, door slams, radios, and tire squeals. As outlined in Table 4.11-5, typical parking lot noise can generate maximum noise levels of up to 69 dBA and average hourly levels at a similar parking facility were measured to be 56.1. Parking lots would be more active during daytime hours; however, conservatively assuming constant parking lot use, typical parking lots would generate a noise level of 62.8 dBA CNEL. As such, noise from the parking areas serving passenger vehicles would not exceed the daytime noise ordinance standard of 80 dBA, or the noise compatibility standard of 70 dBA for industrial zones. The nearest residential zone is located approximately 230 feet northwest of the Site 1 parking lot. At this distance, maximum and 24-hour noise levels would be reduced to approximately 56 dBA Lmax and 50 dBA CNEL. Typical parking lot noise would not exceed the nighttime noise ordinance standard of 60 dBA or the residential noise compatibility standard of 60 dBA CNEL at the nearest residential zone.

Site 1 and Site 2 also include parking areas dedicated to trailer stalls and tractor stalls. As shown in Table 4.11-5, noise from truck movement and intermittent truck parking lot noise is anticipated to generate higher noise levels compared to the parking areas serving passenger vehicles. A maximum noise level of 73.1 dBA and hourly average noise level of 58 dBA, or 64.7 dBA CNEL. Noise from truck parking stalls would not exceed the daytime noise ordinance standard of 80 dBA, or the noise compatibility standard of 70 dBA for adjacent industrial zones. The nearest residential zone is located approximately 830 feet northwest of the Site 1 truck parking stalls and movement area. At this distance, maximum and 24-hour noise levels would be reduced to below 50 dBA Lmax or CNEL and would not be audible above ambient conditions. Additionally, the parking area would be separated from the residential zone by Building 1, which would provide additional attenuation. As such, parking lot and truck movement noise would be less than significant.

Other Operational Noise Sources

Other operational noise sources associated with the Project would include landscape and maintenance activities and regular trash pickup. These activities currently occur in the area surrounding the Project site at the airport and surrounding residential and industrial uses. These sources would continue to be subject to applicable Perris Municipal Code requirements. For example, use of leaf blowers is limited by Section 7.34.080 of the Perris Municipal Code to daytime hours, and noise cannot exceed 80 dBA at 50 feet from the equipment. Trash collection would be conducted consistent with City's regulations for waste collection service. The Project would comply with Section 7.34.070 of the Perris Municipal Code and refuse collection would be limited to daytime only. Landscape and trash collection noise sources would be intermittent, short term, and similar to existing conditions surrounding the Project Site. Therefore, landscape maintenance and trash collection would result in a less than significant impact.

Off-site Traffic Noise

The Project would result in a significant impact related to off-site traffic noise if it would result in an increase in noise level most people consider discernable in an exterior environment. Noise level increases may be more discernable where the exiting environment is relatively quiet, and some land uses, such as residences, are more sensitive to changes in ambient noise level. As such, the thresholds outlined in Table 4.11-6, Roadway Noise Level Thresholds of Significance, are applied to determine whether a significant increase in traffic noise level would occur, depending on noise levels without the Project and the receiving land use.

Table 4.11-6. Roadway Noise Level Thresholds of Significance

Receiving Land Use	Resulting Noise Level	Significant Increase
Noise Sensitive (Residences)	< 60 dBA CNEL	≥5
	> 60 dBA CNEL	≥3
Non-Noise Sensitive (Industrial)	> 70 dBA CNEL	≥5

Source: City of Perris 2023.

Notes: CNEL = community noise equivalent level; dBA = A-weighted decibel

The potential for implementation of the land use plan to permanently increase ambient noise levels as a result of increased traffic noise is assessed using standard noise modeling equations adapted from the FHWA noise prediction model. The modeling calculations consider the posted vehicle speed from the General Plan Noise Element and average daily traffic volume from the Project traffic analysis (Appendix J). Modeling includes the six roadway segments in the Project study area that would carry the highest number of average daily Project trips. Estimated vehicle mix accounts for the location of the Project on City truck routes. An average of 11 percent of daily traffic attributable to heavy duty truck trips is assumed for all segments under conditions without the Project based on traffic counts conducted for the traffic analysis (Appendix J). Medium duty truck trips are assumed to be 2.77 percent of non-Project daily trips based on the assumptions of the First March Logistics Noise Impact Analysis, which proposed a similar land use in the City (Urban Crossroads 2023). Project truck trips are assumed be heavy duty trucks and are added to non-Project heavy duty truck trips to determine the vehicle mix with Project implementation. The noise model assumes that roadways would experience a decrease of approximately 3 dBA for every doubling of distance from the roadway. The potential for the Proposed Project to permanently increase traffic noise is addressed under the following scenarios, consistent with the traffic analysis (Appendix J): Existing Plus Project, and Future Year 2025. The Future Year 2025 scenario includes assumed regional growth and cumulative projects. Detailed modeling assumptions are provided in Appendix I.

Existing noise levels, with and without the Proposed Project, are provided in Table 4.11-7. As shown in Table 4.11-7, without implementation of the Project, noise levels on Goetz Road and Case Road would exceed 70 dBA CNEL. The Project would not cause a 3 dBA CNEL or more increase in noise level on these roadways. The Project would result in a noticeable increase in noise level compared to existing noise levels generated by the nominal existing traffic on the modeled segments of Ellis Avenue. However, noise levels would continue to be normally compatible (below 70 dBA CNEL) with non-noise sensitive industrial development. Additionally, noise levels would be normally acceptable (below 60 dBA CNEL) with sensitive residential development beyond 109 feet from the roadway centerline. The nearest residential development is located more than 300 feet northwest of the intersection of Ellis Avenue and Goetz Road. Therefore, the Project would not result in a significant increase in noise level compared to existing conditions.

Table 4.11-7. Existing Plus Project Traffic Noise Levels (dBA CNEL)

Roadway	Segment	Compatible Noise Level for Adjacent Land Use	Existing Noise Level	Existing Plus Project	Applicable Threshold	Increase in Noise Level	Significant Impact?
Ellis Avenue	Goetz Road to Future Driveway 4	70	54.0	65.1	-- ¹	11.1	No
	Driveway 4 to Case Road	70	54.0	65.5	-- ¹	11.5	No
Goetz Road	Ellis Avenue to Driveway 1	70	74.0	76.1	≥3	2.1	No
	Driveway 1 to Cai Court	70	74.4	76.2	≥3	1.8	No
	Cai Court to Malbert Street	70	74.4	76.0	≥3	1.6	No
Case Road	Driveway #5 to Murrieta Road	70	73.4	74.6	≥3	1.2	No

Notes: dBA = A-weighted decibel

¹Resulting noise level does not exceed the applicable noise compatibility threshold.

Noise levels are calculated at 50 feet from roadway centerline. Traffic levels for each roadway are included in Appendix I.

See Appendix I for data sheets.

The Future Year 2025 scenario includes regional growth and cumulative projects, as detailed in the traffic analysis (Appendix J). Future Year 2025 traffic noise levels, with and without the Proposed Project, are provided in Table 4.11-8. As shown in Table 4.11-8, the Project would not result in a 3 dBA CNEL or more increase in noise level on any segment compared to conditions without the Project. The Project would not result in a significant impact under future conditions.

Table 4.11-8. Future (2025) Plus Project Traffic Noise Levels (dBA CNEL)

Roadway	Segment	Compatible Noise Level for Adjacent Land Use	2025 Noise Level	2025 Plus Project	Applicable Threshold	Increase in Noise Level	Significant Impact?
Ellis Avenue	Goetz Road to Future Driveway 4	70	69.4	70.9	≥3	1.5	No
	Driveway 4 to Case Road	70	69.4	70.9	≥3	1.5	No
Goetz Road	Ellis Avenue to Driveway 1	70	76.9	77.9	≥3	1.0	No
	Driveway 1 to Cai Court	70	77.1	78.8	≥3	1.7	No
	Cai Court to Malbert Street	70	77.1	77.9	≥3	0.8	No
Case Road	Driveway #5 to Murrieta Road	70	76.0	76.5	≥3	0.5	No

Notes: dBA = A-weighted decibel

Noise levels are calculated at 50 feet from roadway centerline. Traffic levels for each roadway are included in Appendix I.

See Appendix I for data sheets.

Summary

As described above, the individual Project components, including loading docks, parking areas, and HVAC systems would not exceed City Noise Ordinance or General Plan standards at nearby industrial and residential zones. However, because these components would simultaneously operate, a combined 24-hour noise level is calculated for loading dock, passenger and truck parking lots, and HVAC operation at the nearest residential zone to the northwest and industrial zone to the south. Maximum noise levels would occur from intermittent events and contribute to overall average noise levels but would generally not occur simultaneously to result in combined maximum noise levels. Combined noise level at the nearest residential zone would be approximately 59 dBA CNEL, and 71 dBA CNEL at the nearest industrial zone. As such, combined operational noise would not exceed the 60 dBA CNEL noise compatibility standard for residential zones. However, the Project would have the potential to exceed the 70 dBA CNEL noise compatibility standard at the adjacent industrial-zoned property to the south. This impact is potentially significant. Mitigation measure MM NOI-1 would reduce noise from HVAC systems so that combined operational noise levels would be reduced to 70 dBA CNEL or below at the southern property line, 140 feet south of Building 2.

Significance of Impact

The Project would result in a less than significant impact related to permanent increases in ambient vehicle noise level, and temporary increases related to Project construction.

However, on-site operation of loading docks, parking and truck movement areas, and HVAC systems would have the potential to exceed the 70 dBA CNEL noise compatibility standard at adjacent industrial-zoned properties. Mitigation measure MM NOI-1 would reduce noise from HVAC systems so that combined operational noise levels would be reduced to 70 dBA CNEL or below at the southern property line, 140 feet south of Building 2.

4.11.4.2 Threshold N-2: Excessive Groundborne Vibration or Noise

Impact Analysis

In the absence of an adopted threshold, the City applies the FTA threshold for building damage of 0.5 PPV (in/sec) to determine whether groundborne vibration would be a significant impact. Operation of the proposed buildings and truck movement and parking areas would not generate substantial vibration. According to Caltrans, heavy trucks rarely generate vibration amplitudes high enough to cause structural or cosmetic damage (Caltrans 2020). As such, the following analysis addresses the potential for heavy construction equipment to generate vibration levels in excess of 0.5 PPV.

Typical vibration levels for construction equipment required for the Proposed Project are provided in Table 4.11-9. As shown in Table 4.11-9, vibration levels from construction equipment would be reduced to 0.5 PPV or below less than 25 feet from the construction area. Pile driving and other

high impact construction activities are not anticipated for Project construction. Therefore, impacts related to vibration during construction would be less than significant.

Table 4.11-9. Vibration Source Levels for Construction Equipment

Construction Equipment	Approximate VdB at 25 Feet
Large bulldozer	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003
Vibratory roller	0.21

Source: FTA 2018.

Notes: VdB = vibration decibel

¹ Based on formula provided by the FTA (2018).

Significance of Impact

Less Than Significant Impact.

4.11.4.3 Threshold N-3: Aircraft Noise

Impact Analysis

Perris Valley Airport is located in the middle of the Project Site. Per the Perris Valley ALUCP, the Project Site lies within the Perris Valley Airport Influence Area Boundary, and includes land mapped in Compatibility Zones B1, B2, C, and D (as shown in Exhibit PV-6 of the Perris Valley ALUCP). Additionally, Map PV-3 shows that portions of the Project Site are located within the 65 dB CNEL, 60 dB CNEL, and 55 dB CNEL noise contours (ALUC 2010). The Proposed Project's Compatibility with the City's General Plan land use designations is further discussed in Section 4.10. No other private or public airports are within a 2-mile radius of the Project Site. The Project site is approximately 6 miles south of March ARB/IPA. The Final Air Installations Compatible Use Zones Study for March Air Reserve Base shows that the Project Site is located beyond the 60 dBA CNEL noise contour for March ARB/IPA.

The Proposed Project consists of industrial warehouse/distribution uses. Noise levels up to 70 dBA CNEL are normally compatible with industrial uses per the City's General Plan. Furthermore, per the ALUCP, industrial land uses (General Industrial and Light Industrial) are considered allowed uses within Compatibility Zones B1, B2, C, and D (ALUC 2010). However, the Proposed Project includes approximately 35,000 square feet of associated office use. Section 19.51.080 of the Perris Municipal Code includes a requirement of 45 dBA CNEL for office space. Section 19.51.080 of the Perris Municipal Code further states that standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior noise standard is 20 dB or less. As previously mentioned, the Project Site is located within Perris Valley Airport's 65 dB CNEL, 60 dB CNEL, and 55 dB CNEL noise contours. Therefore,

with standard building construction, the associated office use would not be anticipated to have airport-related interior noise levels exceeding 45 dBA CNEL.

Following construction and compliance with City building requirements, the Proposed Project would not expose people residing or working in the Project area to excessive noise levels associated with airports. Therefore, the Proposed Project would not expose people working in the Project area to excessive noise levels. Potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.11.5 Cumulative Impacts

The following sections address various potential cumulative impacts relating to noise that could result from implementation of the Project.

4.11.5.1 Cumulative Threshold N-1: Exceedance of Noise Standards

Construction Impacts

Construction noise impacts are localized in nature because they are limited to the construction site where construction equipment is operating. Two cumulative projects are located adjacent to the Project Site: the South Perris Industrial Project and Airport Industrial Project. However, the cumulative projects and the Proposed Project would be subject to the Perris Municipal Code, Section 7.34.060, which prohibits construction activities from creating noise levels in residential zones that exceed 80 dBA Lmax. Compliance with the Municipal Code would reduce impacts to a less than significant level. The Proposed Project would comply with the City's construction limits. A cumulatively considerable impact would not occur.

Operational Impacts

Approved or planned projects in the City of Perris are considered in the cumulative analysis for the Proposed Project. These approved or planned projects include other industrial warehouse projects, single- and multi-family residences, and retail centers. Residential land uses would generate nuisance noise that would generally not be considered a significant impact. However, commercial and industrial development would potentially include HVAC systems and truck loading and unloading activities that would have the potential to result in significant impacts to surrounding sensitive receptors. However, similar to the Project, new non-residential development would be required to demonstrate consistency with the Perris Municipal Code and General Plan Noise Element and mitigate potential operational noise impacts. Mitigation measure MM NOI-1 would reduce the potentially significant impacts of the Proposed Project so that noise levels at the Project property line would be consistent with General Plan noise compatibility standards. Therefore, a cumulatively considerable impact would not occur.

Off-site Traffic Noise

A cumulative ambient noise impact related to off-site traffic noise would occur if development associated with cumulative regional land use projects would result in an increase in ambient noise that would exceed the City's noise standards. Buildout of the Proposed Project, along with future regional growth and cumulative projects, would result in increases in traffic that would cumulatively increase traffic noise. The potential noise impacts that would result from cumulative projects and regional growth are included in the Future Year 2025 scenario. Table 4.11-10, Cumulative Traffic Noise Impacts (dBA L_{dn} or dBA CNEL), compares Future Year 2025 traffic noise levels with existing conditions. As shown in Table 4.11-10, cumulative growth, including the Proposed Project, would result in a more than 3 dBA CNEL increase on all modeled roadway segments. A cumulatively considerable impact would occur on Ellis Avenue, Goetz Road, and Case Road. The Project's contribution to the cumulative noise impact is based on the increase in traffic noise attributable to the Proposed Project under the Future Year 2025 scenario. Implementation of the Proposed Project would not result in a 3 dBA CNEL or more increase on any impacted roadway. Therefore, implementation of the Proposed Project would not result in cumulatively considerable contribution to a significant cumulative roadway noise impact.

Table 4.11-10. Cumulative Traffic Noise Impacts (dBA L_{dn} or dBA CNEL)

Roadway	Segment	Applicable Threshold	Existing	Year 2025 with Project	Increase in Noise Level	Significant Cumulative Impact?	Increase Attributable to Proposed Project ¹	Cumulatively Considerable Contribution?
Ellis Avenue	Goetz Road to Future Driveway 4	70	54.0	70.9	16.9	Yes	1.5	No
	Driveway 4 to Case Road	70	54.0	70.9	16.9	Yes	1.5	No
Goetz Road	Ellis Avenue to Driveway 1	70	74.0	77.9	3.9	Yes	1.0	No
	Driveway 1 to Cai Court	70	74.4	78.8	4.4	Yes	1.7	No
	Cai Court to Malbert Street	70	74.4	77.9	3.5	Yes	0.8	No
Case Road	Driveway #5 to Murrieta Road	70	73.4	76.5	3.1	Yes	0.5	No

¹ Refer to Table 4.11-7 for increase in future noise level attributable to the Project compared to conditions without the Project. Refer to Appendix I for data sheets.

4.11.5.2 Cumulative Threshold N-2: Excessive Groundborne Vibration or Noise

Similar to noise effects, vibration is a localized phenomenon and is progressively reduced as the distance from the source increases. Therefore, projects that would be considered for the vibration

cumulative analysis would be projects close to the Project Site. Two cumulative projects are located adjacent to the Project Site: the South Perris Industrial Project and Airport Industrial Project. However, these projects would be expected to require similar construction equipment as the Project. Similar to the Project, construction would be expected to generate vibration levels that could exceed standards for building damage beyond the Project Site. Therefore, vibration generated by construction on the Project Site and other sites would not combine to generate cumulative vibration impacts. Once constructed, the proposed land use would not generate a significant source of vibration during normal operation. Therefore, a significant cumulative vibration impact would not occur.

4.11.5.3 Cumulative Threshold N-3: Aircraft Noise

No additional aviation uses are planned to be introduced in the immediate vicinity of the Project Site. In addition, the Proposed Project does not propose any new air traffic. No noise sensitive land uses would be exposed to excessive noise levels from aviation as a result of the Proposed Project. Potential impacts related to nuisance noise from overflights are site specific and are not cumulative in nature. Therefore, a cumulative impact related to aviation would not occur.

4.11.6 Level of Significance Before Mitigation

4.11.6.1 Threshold N-1: Exceedance of Noise Standards

Less than Significant: The Proposed Project would result in less than significant impacts related to permanent increases in ambient noise level, construction noise and vibration, and aircraft noise exposure. Operational impacts are potentially significant without mitigation.

4.11.6.2 Threshold N-2: Excessive Groundborne Vibration or Noise

Less than Significant: As shown in Table 4.11-9, vibration levels from construction equipment would be reduced to 0.5 PPV or below less than 25 feet from the construction area. Pile driving and other high impact construction activities are not anticipated for Project construction. Therefore, potential impacts related to vibration during construction would be less than significant.

4.11.6.3 Threshold N-3: Aircraft Noise

Less than Significant: Following construction and compliance with City building requirements, the Proposed Project would not expose people residing or working in the Project area to excessive noise levels associated with airports. Therefore, potential impacts would be less than significant.

4.11.7 Mitigation Measures

4.11.7.1 Threshold N-1: Exceedance of Noise Standards

MM NOI-1: HVAC Equipment Shielding. Prior to issuance of a certificate of occupancy for Building 1 or Building 2, the Applicant shall demonstrate that noise from all HVAC equipment has been reduced by installation of acoustical shielding around all new rooftop HVAC equipment. Shielding shall be sufficient to reduce noise from HVAC equipment to no more than 68 dBA CNEL at 50 feet. The acoustical shielding shall include a parapet wall of sufficient height to fully shield the equipment or acoustical shielding which complements the proposed building elevations and also fully shields the equipment.

4.11.8 Level of Significance After Mitigation

4.11.8.1 Threshold N-1: Exceedance of Noise Standards

The Proposed Project would result in less than significant impacts related to permanent increases in ambient noise level, construction noise and vibration, and aircraft noise exposure. Mitigation measure MM NOI-1 would reduce operational impacts to a less than significant level. Therefore, no significant and unavoidable impacts would remain.

4.12 Recreation

This section evaluates the potential impacts on recreational facilities resulting from implementation of the Perris Airport Logistics Center Project (Proposed Project). Information presented in this section is primarily based on the following documents:

- Wind Tunnel Velocity Measurement Report for Safety and Hazard Analysis (2024), included in Appendix F of this Environmental Impact Report (EIR)

Notice of Preparation comment letters received for the Proposed Project and relevant to recreation included a general concern with impacts to recreational facilities.

4.12.1 Environmental Setting

4.12.1.1 Regulatory Setting

This section describes the federal, state, and local regulatory framework adopted to address aesthetics.

Federal

No federal regulations apply to recreation.

State

Mitigation Fee Act

The 1987 Mitigation Fee Act (California Government Code, Section 66000) authorizes the imposition of development impact fees to provide new park and recreation facilities to mitigate for new residential development projects. The City has applied the Mitigation Fee Act to establish a development impact fee under Section 19.68 of the Municipal Code.

Quimby Act

The 1975 Quimby Act (California Government Code, Section 66477) sets forth parkland standards for jurisdictions within the State of California. The Quimby Act provides for a maximum of 3 acres of park dedication/fee per 1,000 persons unless the amount of existing (at the time of adoption) neighborhood and community parkland exceeds that limit. If a jurisdiction exceeds the 3 acres per 1,000 persons, then the jurisdiction is eligible to adopt the higher 5 acres per 1,000 persons standard.

Local

Perris Municipal Code

The Perris Municipal Code contains the following provisions relevant to recreation:

Section 18.32.050. - Park and recreation in lieu of fees.

In lieu of the reservation of land for park or recreation purposes as specified in Section 18.32.040, the City may require the payment of fees in accordance with chapter 4, article 3 of the Subdivision Map Act (commencing with section 66477).

Sec. 19.68.020. - Development impact fees.

(a) Purpose and intent.

- 1) It is the purpose and intent of this section to 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.
- 2) The public facilities to be funded by the development impact fees (the "Public Facilities") are in the following categories: (1) police; (2) fire; (3) community amenities; (4) government services; (5) parks; (6) transportation; and (7) administration. The public facilities are described in detail in the facilities study adopted by the city council from time to time and incorporated herein by reference.
- 3) The development impact fees imposed under this section are in addition to any other fees, dedications, construction requirements, or other exactions imposed as a condition of approval for a development project, or under the provisions of any state or federal law, or other provisions of this code, or city resolutions and policies.

(b) Imposition and accounting of development impact fees.

- 1) No developer, property owner, or other person or entity shall be eligible to receive building permits, nor any occupancy permits, for any development project unless the provisions of this section have first been complied with for that project. The requirements of this section are hereby imposed as a condition of development approval for each development project in addition to being a requirement of this code.
- 2) The development impact fee amounts shall be established and adjusted by resolution of the city council from time to time in accordance with the procedures set forth in state law.
- 3) Development impact fees paid pursuant to this section shall be segregated and deposited into a separate fund and used only for the purpose of acquiring, designing, constructing, and improving the applicable public facilities to the extent permitted by law.
- 4) The city may impose such additional conditions of approval as are necessary or appropriate to implement the purposes of this section.

4.12.1.2 Existing Conditions

Project Site

The Project Site consists of open, undeveloped land with low-lying vegetation. The Project Site was previously used as agricultural land, specifically row crops and orchards, from at least the late 1930s to approximately the late 1960s. The Project Site is relatively level, with no areas of topographic relief.

Existing Parks and Recreational Facilities

There are a total of 25 park facilities within the City. The closest park facility to the Project Site is Enchanted Hills Park located at 1400 Weston Road, Perris, CA 92570. This park is located approximately 2.3 miles northwest of the Project Site.

4.12.2 Thresholds of Significance

According to Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), the Proposed Project would have a significant impact on recreation if it would:

- **Threshold REC-1:** Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- **Threshold REC-2:** Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.12.3 Regulatory Implementation

No regulatory implementation conditions are applicable to the Proposed Project.

4.12.4 Environmental Impacts

4.12.4.1 Threshold REC-1: Physical Deterioration of Recreational Facilities

Impact Analysis

The City's Community Services Department is responsible for recreational facilities in the City. The Proposed Project is a warehouse site, which would not induce population growth or otherwise increase the use of or create the need for new parks and recreational facilities. The Proposed Project would also provide on-site recreational amenities for Project employees.

Additionally, a Wind Tunnel Velocity Measurement Report for Safety and Hazard Analysis (Appendix F) was prepared to assess the potential impact of the Proposed Project on the Perris Valley Airport runway and nearby skydiving landing zones with respect to ongoing aviation and

recreation uses. It should be noted that the Perris Valley Airport is considered a private recreational use.

As previously indicated, the Proposed Project is planned to be located adjacent to the north end of Runway 15/33 and the high-performance parachute landing zone at Perris Valley Airport. The south end of Runway 15/33 and the student parachute landing zone is separated from the Proposed Project by the existing Perris Valley Airport aircraft hangars, facilities, and other adjacent buildings. To evaluate the potential effects of the Proposed Project on the conditions over the flight path and landing zones, testing was conducted to measure the wind behavior over the runway and each landing zone both with and without the Proposed Project in place.

The wind tunnel velocity data included in the Wind Tunnel Velocity Report (Appendix F.2) was compared with published vertical gust and airspeed fluctuation intensity classifications for a representative 25 knot wind speed at 10 meters above ground level at the Project Site.

The Appendix F analysis found that results for the high-performance landing zone (HPLZ) and the student landing zone (SLZ) displayed similar trends as those for the Perris Valley Airport runway, with a general decrease in wind velocity effect observed at the parachute landing zones farther south and east with the Proposed Project in place. The magnitude of these velocity reductions is less than the values observed for the existing conditions at the southern end of the runway across all measured wind directions. In each wind direction case, the resulting magnitude of the crosswind and vertical mean velocity with the Proposed Project in place is less than existing conditions observed at the southern end of the runway. Additionally, increases in turbulence intensity were measured at the north end of the runway for wind direction between 212 degrees and 302 degrees, however, the magnitude of the turbulence is considered de minimis and was less than existing conditions measured at other runway locations. In short, the Wind Tunnel Velocity Measurement Report confirmed that wind conditions over the runway and parachute landing zones with the Proposed Project would be no more severe than under the existing worst-case conditions at Perris Valley Airport.

Additionally, the City of Perris referred the Proposed Project to ALUC for its review, in ALUC's advisory capacity. On April 10, 2025, ALUC issued a determination of consistency with the 2011 Perris Valley ALUCP and the 2014 MARCH ARB/IPA ALUCP.

Ultimately implementation of the Proposed Project would not impact the private recreational use of the Airport and would result in a decrease in effect and magnitude of velocity and magnitude of turbulence when compared to existing conditions. Consequently, a less than significant impact would occur.

Significance of Impact

Less Than Significant Impact.

4.12.4.2 Threshold REC-2: Inclusion of Recreational Facilities

Impact Analysis

The Proposed Project would not induce the construction or expansion of public recreational facilities. The Proposed Project would include private employee amenities on site which include covered patios, bocce courts, a lunch area in the northwest quadrant, and indoor amenities including ping pong tables. The Proposed Project would include the development of warehouse buildings and a truck and trailer storage facility and does not propose residential uses that would result in a substantial number of new residents in the surrounding area indirectly by creating jobs. It is anticipated that most of the workers, both during construction and for operation of the warehouse facility, would live in the region and would commute to the Project Site from within the City or the surrounding areas. Additionally, there would be a concrete covered lunch patio with landscape furniture and an exterior outdoor rest area within the Project Site for employees. Thus, there would be no impact.

Significance of Impact

No Impact.

4.12.5 Cumulative Impacts

The following sections address various potential cumulative impacts relating to recreation that could result from implementation of the Proposed Project. A significant cumulative environmental impact would result if cumulative growth including the Proposed Project would result in or accelerate substantial physical deterioration of a recreational facility or exceed the ability of the local agencies to provide recreational opportunities, resulting in the need for construction of new facilities thereby causing an adverse physical impact on the environment.

4.12.5.1 Cumulative Threshold REC-1: Physical Deterioration of Recreational Facilities

As identified in the analysis presented under Threshold 1, the Proposed Project would not result in the physical deterioration of recreational facilities, including the private recreational use, Perris Valley Airport. All other new residential or qualifying development projects would be required to provide new park and recreation facilities or pay fees to mitigate for impacts. Fees are collected at the time new building permits for new development are issued. Fees are determined by the fee schedule in effect at the time of permit issuance. The development of and planning for all new parks provided as part of the Proposed Project, by other projects, or funded by payment of fees would be reviewed by the City. City review would ensure the new recreational facilities are planned and built-in accordance with all applicable City policies and guidance. The final location and size of additional recreational facilities would be determined as part of future development activity and as determined by the City. These measures would ensure the provision of adequate

parklands are provided in conjunction with past, present, and reasonably foreseeable projects. Impacts associated with construction of new parks, or specific parkland expansion or improvement projects would undergo site-specific environmental review, if applicable.

4.12.5.2 Cumulative Threshold REC-2: Inclusion of Recreational Facilities

As identified in the analysis presented under Threshold 2, the Proposed Project would not induce the construction or expansion of public recreational facilities. It would include private employee amenities on site as detailed previously. The Proposed Project would not contribute to cumulative impacts. Therefore, the Proposed Project, combined with past, present, and reasonably foreseeable future projects, would not result in a substantial impact to park and recreational facilities. The Proposed Project also is not anticipated to result in significant environmental impacts from off-site recreational resources because each would undergo site-specific review under the California Environmental Quality Act. As a result, the cumulative impact associated with parks and recreational facilities would be less than significant.

4.12.6 Level of Significance Before Mitigation

4.12.6.1 Threshold REC-1: Physical Deterioration of Recreational Facilities

The Proposed Project would not result in the physical deterioration of recreational facilities. A less than significant impact would occur.

4.12.6.2 Threshold REC-2: Expansion of Recreational Facilities

The Proposed Project would not necessitate the expansion of recreational facilities. No impact would occur.

4.12.7 Mitigation Measures

No Project-specific mitigation measures are required for the Proposed Project.

4.12.8 Level of Significance After Mitigation

Not applicable.

4.13 Transportation

This section evaluates the potential transportation impacts that would result from implementation of the proposed Perris Airport Logistics Center Project (Proposed Project). The focus of the following discussion is related to the potential impacts associated with conflicts with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, conflict with or inconsistency with Section 15064.3 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) regarding Vehicle Miles Traveled (VMT), substantially increasing hazards due to geometric design, and inadequate emergency access. Information presented in this section is primarily based on the following documents:

- Perris Airport Logistics Center Project (DPR22-00005; CUP 23-05107) Traffic Analysis and VMT Analysis prepared by Urban Crossroads (2024) and included in Appendix J of this Draft EIR.
- City of Perris, Transportation Impact Analysis Guidelines for CEQA, May 2020. (Available at <https://www.cityofperris.org/Home/ShowDocument?id=13227>.)

In accordance with Senate Bill (SB) 743, further discussed under 4.13.1.1 Regulatory Setting, below, the California Natural Resources Agency adopted changes to the CEQA Guidelines in December 2018, which identify that VMT is the appropriate metric to evaluate a project's transportation impacts. As of December 2018, when the revised CEQA Guidelines were adopted, automobile delay, as measured by "level of service" (LOS) and other similar metrics, no longer constitutes a significant environmental effect under the California Environmental Quality Act (CEQA). Lead agencies in California must begin using VMT to evaluate project transportation impacts no later than starting on July 1, 2020. The City of Perris adopted its local Transportation Impact Analysis Guidelines for CEQA, which includes guidance for conducting the required VMT analysis, on June 9, 2020.

At the Draft EIR public scoping meeting on November 1, 2023, the City of Perris Planning Commissioners, organizations' representatives, and members of the public requested that the following issues relating to transportation be addressed: traffic impacts on local roads due to an increase in trucks and employees; impact of street improvements to nearby properties; additional information regarding Americans with Disabilities Act (ADA) requirements and disabled parking spaces provided for the Proposed Project; and queuing information in connection with the Proposed Project.

4.13.1 Environmental Setting

4.13.1.1 Regulatory Setting

Federal

No federal regulations are applicable to the Proposed Project with respect to transportation/traffic.

State

Assembly Bill 32 and Senate Bill 375

With the passage of Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, the State of California committed itself to reducing statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB) is coordinating the response to comply with AB 32.

On December 11, 2008, CARB adopted the Climate Change Scoping Plan (2008 Scoping Plan) pursuant to AB 32. The 2008 Scoping Plan included the approval of Senate Bill (SB) 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32. The 2008 Scoping Plan was updated in 2013 and 2017, and in 2022 CARB adopted a Scoping Plan for Achieving Carbon neutrality.

There are five major components to SB 375. First, regional GHG emissions targets: CARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization in the State. These targets, which Metropolitan Planning Organizations may propose themselves, are updated every 8 years in conjunction with the revision schedule of housing and transportation elements.

Second, Metropolitan Planning Organizations are required to prepare a Sustainable Communities Strategy that provides a plan for meeting regional targets. The Sustainable Communities Strategy and the Regional Transportation Plan must be consistent with each other, including action items and financing decisions. If the Sustainable Communities Strategy does not meet the regional target, the Metropolitan Planning Organization must produce an Alternative Planning Strategy that details an alternative plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on eight-year schedules. In addition, Regional Housing Needs Assessment allocation numbers must conform to the Sustainable Communities Strategy. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within 3 years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the Sustainable Communities Strategy.

Transit-oriented developments also qualify if they: (1) are at least 50 percent residential; (2) meet density requirements; and (3) are within 0.5 mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, Metropolitan Planning Organizations must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission. Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the California Transportation Commission guidelines.

Senate Bill 743

Senate Bill 743, which was codified in Public Resources Code Section 21099, requires changes to the CEQA Guidelines regarding the analysis of transportation impacts. Pursuant to Public Resources Code Section 21099, the criteria for determining the significance of transportation impacts must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” To that end, in developing the criteria, the Governor’s Office of Planning and Research (OPR) proposed, and the California Natural Resources Agency certified and adopted changes to the CEQA Guidelines in December 2018, which entailed changes to the thresholds of significance for the evaluation of impacts to transportation.

The updated CEQA Guidelines include the addition of Section 15064.3, of which Subdivision (b) establishes criteria for evaluating a project’s transportation impacts based on project type and using automobile VMT as the metric. As identified in Section 15064.3(b)(4) of the CEQA Guidelines, a lead agency has the discretion to choose the most appropriate methodology to evaluate a project’s VMT. As previously identified, the City of Perris adopted its guidelines for conducting VMT analysis in June 2020. Beginning July 1, 2020, the provisions of CEQA Guidelines Section 15064.3 apply statewide. Pursuant to SB 743 and Public Resources Code Section 21099, the requirement for analyzing congestion impacts for CEQA purposes was eliminated in December 2018. Therefore, an analysis of congestion impacts, including analysis of impacts related to the LOS of the circulation system is not provided in this EIR..

CEQA Guidelines Section 15064.3

As discussed above, recent changes to the CEQA Guidelines include the adoption of Section 15064.3, Determining the Significance of Transportation Impacts, of which Subdivision (b) establishes criteria for evaluating a project’s transportation impacts based on project type and using automobile VMT as the appropriate metric.

Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The OPR Technical Advisory on Evaluating Transportation Impacts in CEQA (State of California, December 2018) [OPR Technical Advisory]

provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

A lead agency has discretion to choose the most appropriate methodology to evaluate VMT, including whether to express the change in absolute terms, per capita, per household, or in any other measure. A lead agency may also use models to estimate VMT and may revise those estimates to reflect professional judgment based on substantial evidence.

Regional

Connect SoCal

As further discussed in Section 4.10, Land Use and Planning, of this Draft EIR, the Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code Section 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments, a Regional Transportation Planning Agency, and a Metropolitan Planning Organization. The Project Site is within SCAG's regional authority.

In compliance with SB 375, on September 3, 2020, SCAG's Regional Council adopted Connect SoCal – the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. Connect SoCal builds on the continued efforts of the previous Regional Transportation Plan/Sustainable Communities Strategy plans to integrate transportation and land uses strategies to increase mobility options and achieve more sustainable growth patterns for development in the SCAG region through horizon year 2045, while meeting GHG reduction targets set by CARB. Connect SoCal contains socioeconomic projections that are used as the basis for SCAG's transportation planning and various County services.

The Connect SoCal “Core Vision” prioritizes the maintenance and management of the region's transportation network; expanding mobility choices by co-locating housing, jobs, and transit; and increasing investment in transit and complete streets. Strategies to achieve the “Core Vision” include but are not limited to: Smart Cities and Job Centers, Housing Supportive Infrastructure, Go Zones, and Shared Mobility. Connect SoCal is intended to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions' overall quality of life. These benefits include, but are not limited to, a five-percent reduction in VMT per capita, a nine-percent reduction in vehicle hours traveled, and a two-percent increase in work-related transit trips.

In April 2018, SCAG published Industrial Warehousing in the SCAG Region. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region's freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local

streets, state highways and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet of existing warehouse building space, and undeveloped land that could accommodate an additional 338 million square feet of new warehouse building space. These regions attract robust logistics activities and are a major reason why the region is a critical mode in the global supply chain. (SCAG, 2018).

County of Riverside Congestion Management Program

Within the SCAG region, there are five Congestion Management Agencies that have the responsibility of preparing the Congestion Management Program (CMP) for their respective county. In its role as Riverside County's Congestion Management Agency, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the County's CMP to focus on meeting federal Congestion Management System guidelines.

The intent of the CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation. RCTC adopted the current CMP in December 2011. None of the study area intersections are identified as CMP facilities in the County of Riverside CMP. However, RCTC monitors the CMP roadway network system to minimize LOS deficiencies. RCTC no longer requires traffic impact analyses for development proposals and the General Plan is utilized as the guiding document for acceptable LOS against which impacts are measured. The City of Perris thus continues to require traffic impact analyses on development projects for this purpose. As previously indicated, the Traffic Analysis and VMT Analysis is included in Appendix J and includes an LOS analysis for informational purposes only.

Local

City of Perris General Plan

The purpose of the Circulation Element of the General Plan is to provide for a safe, convenient and efficient transportation system for the City. In order to meet this objective, the Circulation Element has been designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region. The Circulation, Conservation, and Open Space elements of the City's General Plan identify goals and policies related to vehicular and non-vehicular transportation and circulation. The goals and policies applicable to the Proposed Project and a discussion of the Proposed Project's consistency is provided in Table 4.13-4, City of Perris General Plan Consistency Analysis, and the analysis of Threshold TR-1, below. Table 4.10-3, City of Perris General Plan Consistency Analysis, in Section 4.10, Land Use and Planning, further analyzes the Proposed Project's consistency with the current General Plan policies that

have been adopted for the purpose of avoiding or mitigating an environmental effect and that are applicable to the Proposed Project.

Local and Regional Funding Mechanisms

Transportation improvements throughout Riverside County, including the City of Perris, are funded through a combination of direct project mitigation, fair share contributions, or through local and regional transportation mitigation fee programs. The Proposed Project is subject to two major sources of off-site roadway improvement fees: the Transportation Uniform Mitigation Fee (TUMF) and the City of Perris Development Impact Fee (DIF). The Proposed Project would be required to pay into DIF and TUMF which will offset the Proposed Project's contribution to area-wide traffic impacts.

Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors. Applicable programs are summarized below based on information presented in the Project-specific Traffic Analysis and VMT Analysis.

Transportation Uniform Mitigation Fee (TUMF) Program

The Western Riverside Council of Governments (WRCOG) is responsible for establishing and updating TUMF rates. The County may grant developers a credit against the specific components of fees for the dedication of land or the construction of facilities identified in the list of improvements funded by each of these fee programs. Fees are based upon projected land uses and a related transportation need to address growth based upon a 2016 Nexus study.

TUMF is an ambitious regional program created to address cumulative impacts of growth throughout western Riverside County. Program guidelines are being handled on an iterative basis. Exemptions, credits, reimbursements, and local administration are being deferred to primary agencies. The County of Riverside serves this function for projects within the City of Perris. Fees submitted to the County are passed on to WRCOG as the ultimate program administrator.

TUMF guidelines empower a local zone committee to prioritize and arbitrate certain projects. The Proposed Project is located in the Central Zone. The zone has developed a 5-year capital improvement program to prioritize public construction of certain roads. TUMF is focused on improvements necessitated by regional growth.

City of Perris Development Impact Fee (DIF) Program

In 1991 the City of Perris created a Development Impact Fee (DIF) program to provide a funding source to construct the police, fire, community amenities, government facilities and roadway infrastructure necessary to mitigate the impacts of the growth expected in the City of Perris from new residential, commercial and industrial development. This DIF program has been successfully implemented by the City since 1991 and was updated in 2014. The City updated the DIF program to

add new roadway segments and intersections necessary to accommodate future growth and to ensure that the identified street improvements would operate at or above the City's LOS performance threshold. The City's DIF program includes facilities that are not part of, or which may exceed improvements identified and covered by the TUMF program. As a result, the pairing of the regional and local fee programs provides a more comprehensive funding and implementation plan to ensure an adequate and interconnected transportation system. Under the City's DIF program, the City may grant developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

Similar to the TUMF Program, after the City's DIF fees are collected through the North Perris Road and Bridge Benefit District (NPRBBD), they are placed in a separate interest-bearing account pursuant to the requirements of Government Code sections 66000 et seq. The timing to use the DIF fees is established through periodic capital improvement programs, which are overseen by the City's Public Works Department. Periodic traffic counts, review of traffic accidents, and a review of traffic trends throughout the City are also periodically performed by City staff and consultants. The City uses this data to determine the timing of the improvements listed in its facilities list. The City also uses this data to ensure that the improvements listed on the facilities list are constructed before the LOS falls below the LOS performance standards adopted by the City. In this way, the improvements are constructed before the LOS falls below the City's LOS performance thresholds. The City's DIF program establishes a timeline to fund, design, and build the improvements.

The City has an established, proven track record with respect to implementing the City's DIF Program. Many of the intersections included in the Proposed Project-specific Traffic Impact Analysis are at various stages of widening and improvement based on the City's collection of DIF fees. Under the DIF program, as a result of the City's continual monitoring of the local circulation system, the City insures that DIF improvements are constructed prior to when the LOS would otherwise fall below the City's established performance criteria.

Fair Share Contribution

Project improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City's discretion). When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

Perris Good Neighbor Guidelines

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

- Goal 1** Protect the neighborhood characteristics of the urban, rural, and suburban communities.
- Policy 1.3** When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.
- Policy 1.7** It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved nonresidential property in the city.
- Policy 1.9** It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street or road which is adjacent to a parcel upon which there exists a public facility.
- Policy 1.10** It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street, road, alley, or private property within any residential district in the City, in accordance with the Perris Municipal Code.
- Policy 1.11** It is unlawful to park or leave standing any vehicle on any highway, street, road, or alley within the city for the purpose of servicing or repairing such vehicle except when necessitated by an emergency.
- Policy 1.12** Warehouse/ distribution facilities shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on site queuing for trucks away from sensitive receptors. Commercial trucks shall not be parked in the public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.
- Policy 1.14** Provide signage or flyers identifying where the closest restaurant, lodging, fueling stations, truck repair facilities, and entertainment can be found.
- Policy 1.15** Facility operators shall post signs in prominent locations indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited.
- Policy 1.16** Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the City approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.

- Policy 1.18** Signs should be posted in the appropriate locations indicating that parking and maintenance of all trucks shall be conducted within designated areas and not within the surrounding community or on public streets.
- Policy 1.19** Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.
- Goal 3** Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.
- Policy 3.1** The facility operator shall abide by the truck routing plans, consistent with the City of Perris Truck Route Plan.
- Policy 3.2** Adequate turning movements at entrance and exit driveways shall be provided, subject to City approval.
- Policy 3.3** Truck traffic shall be routed to impact the least number of sensitive receptors.
- Policy 3.4** To the extent possible, establish separate entry and exit points within a warehouse/distribution facility for trucks and vehicles to minimize vehicle/truck conflicts.
- Policy 3.5** Check in gates and/or guard booths are required to be positioned with a minimum of 150 feet inside the property line for on-site truck queuing. An additional 75 feet of on-site queuing shall be added for every 20 loading docks beyond 40 up to 300 feet. Multiple lanes (minimum lane width 12 feet) are permitted to achieve the required queuing. The general queuing and spillover of trucks onto the surrounding public streets are prohibited. Commercial trucks and/or trailers shall not be parked on the public right of way or adjacent to sensitive receptors.
- Policy 3.6** Establish overnight parking within the warehouse/distribution center where not visible from the public right-of-way.
- Goal 5** Establish an education program to inform truckers of health effects of diesel particulate and conduct community outreach to address residents' concerns
- Policy 5.2** Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Policy 5.3** Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on site areas and not within the surrounding community or on public streets.
- Policy 5.4** Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.

- Policy 5.10** Applicant and City staff should look beyond the immediate development footprint and look for opportunities to enhance the surrounding community through upgrades such as street paving, walls, bicycle lanes, bus turnouts, landscaping and other types of infrastructure improvements.
- Policy 6.8** Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.
- Policy 7.5** Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.

4.13.1.2 Existing Conditions

Existing Roadway System

The Project Site is located approximately 4,200 feet from the Interstate 215 freeway and would be located outside of the contours of the freeway. Other major roadways in the Proposed Project area include Goetz Road, Ellis Road, and Case Road.

Figure 4.13-1, Existing Number of Through Lanes and Intersection Controls, identifies the study area intersections located near the proposed Project Site and identifies the number of through traffic lanes for existing roadways and intersection traffic controls. Regional access to the Project Site is provided by Interstate 215 (I-215) via Redlands Avenue and SR-74 interchanges.

Figure 4.13-2, City of Perris General Plan Circulation Element, shows the City of Perris General Plan Circulation Element roadway classifications map. Figure 4.13-2 shows the nature and extent of arterial and collector highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. The City of Perris standard roadway cross-sections are illustrated in Figure 4.13-3, City of Perris General Plan Roadway Cross-Sections.

Truck Routes

The City of Perris' designated truck routes are shown in Figure 4.13-4, City of Perris Truck Routes. Trucks are prohibited on certain City roadways through the Municipal Code on the basis of weight restrictions. Truck routes for the Proposed Project have been determined based on discussions with City staff, consistent with the adopted City of Perris Truck Routes.¹ These truck routes will serve both the Proposed Project and future cumulative development projects throughout the study area. Sensitive land uses have also been taken into consideration as part of determining the best routes for future trucks.

¹ Map of City of Perris Truck Routes: <https://www.cityofperris.org/home/showpublisheddocument/15001/638592421886800000>

Bicycle and Pedestrian Facilities

In an effort to promote alternative modes of transportation, the City of Perris General Plan Circulation Element identifies certain designated trails and bicycle facilities. The City of Perris Active Transportation Plan bikeways are illustrated in Figure 4.13-5, City of Perris General Plan Bikeway Systems.

Field observations indicate nominal pedestrian and bicycle activity within the study area. As shown in Figure 4.13-6, Existing Pedestrian Facilities, pedestrian facilities are built out along portions of Goetz Road. The City of Perris bike networks are shown in Figure 4.13-7, City of Perris Bike Network. This figure shows that there is a Class II bike lane along Goetz Road and Redlands Avenue, a Class II bike lane along Ellis Avenue, and a Class I path along Case Road. Class II bikeways are on-street, striped and signed bike routes while Class I bikeways/paths are off-street facilities.

4.13.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact on transportation if it would:

- **Threshold TR-1:** Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- **Threshold TR-2:** Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- **Threshold TR-3:** Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- **Threshold TR-4:** Result in inadequate emergency access.

4.13.3 Regulatory Implementation

RI TR-1 A construction work site traffic control plan shall comply with State standards set forth in the California Manual of Uniform Traffic Control Devices and shall be submitted to the City for review and approval prior to the issuance of a grading permit or start of construction. The plan shall identify any roadway, sidewalk, bike route, or bus stop closures and detours as well as haul routes and hours of operation. All construction related trips shall be restricted to off-peak hours to the extent possible.

RI TR-2 All on-site and off-site roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project shall be constructed in accordance with applicable State/Federal engineering standards to the satisfaction of the City of Perris.

- RI TR-3** Site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Perris.
- RI TR-4** Adequate emergency vehicle access shall be provided to the satisfaction of the Riverside County Fire Authority.
- RI TR-5** The final grading, landscaping, and street improvement plans shall demonstrate that sight distance requirements are met in accordance with applicable City of Perris/California Department of Transportation sight distance standards.

4.13.4 Environmental Impacts

Project Design Features

Recommendations for driveways providing access to the Project Site are detailed in the Traffic Impact Analysis and have been fully incorporated into the Proposed Project. These improvements are identified below.

Site Access Improvements

The following improvements are proposed to accommodate site access:

- Goetz Road & Ellis Avenue:
 - Project to construct dual westbound left turn lanes with a minimum of 100-feet of storage.
 - Project to construct two westbound through lanes and a shared through-right turn lane.
- Goetz Road & Driveway 1:
 - Project to install a stop control on the westbound approach and a right turn lane. The driveway should serve Building 1 and should be restricted to right-in/right-out access for passenger cars only. Access is to be controlled by the existing raised median on Goetz Road.
- Goetz Road & Driveway 2:
 - Project to install traffic signal. The private driveway should align with the existing alignment of Mountain Avenue to the west and will allow full-access turning movement (no access restrictions). This driveway will only serve truck for both Building 1 and Building 2.
 - Project to construct a westbound shared left-through-right turn lane.
- Goetz Road & Driveway 3:
 - Project to install a stop control on the westbound approach and a right turn lane. The driveway should serve Building 2 and should be restricted to right-in/right-out access for

passenger cars only. Access is to be controlled by the existing raised median on Goetz Road.

- Driveway 4 & Ellis Avenue:
 - Project to install a stop control on the northbound approach and a right turn lane. The driveway should serve Building 1 and should be restricted to right-in/right-out access for trucks only.
 - Project to construct an eastbound shared through-right turn lane.
 - Project to construct three westbound through lanes.
- Case Road & Ellis Avenue:
 - Project to construct an eastbound left turn lane and right turn lane.
 - Project to retain the existing eastbound through lane.

The analysis in this section is based on the Traffic Impact Analysis. The methodology used within this study to quantify trip generation and Project-generated VMT is consistent with the requirements of SB 743 and the City of Perris TIA Guidelines.

Trip Generation

Trip generation represents the amount of traffic that is attracted to and produced by a development and is based upon the specific land uses planned for a given project. Trip generation rates for the Proposed Project are shown in Table 4.13-1, Project Trip Generation, which shows the Proposed Project trip generation based upon rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021).

For Site 1, Building 1 (795,109 square feet, which would include 28,500 square feet of office area, approximately 766,409 square feet of warehouse area, and 200 square feet used as a fire pump room), High-Cube Fulfillment Center Warehouse has been used. The Proposed Project is speculative and if a non-sort or sort facility end-user would occupy the buildings is not known at this time. ITE Trip Generation Manual for Land Use Code 154 has been utilized.

For Site 1, Building 2 (71,961 square feet, which would include 6,500 square feet of office area and the remaining 65,461 square feet would be warehouse area), General Light Industrial (ITE Land Use Code 110) has been used. A light industrial facility is a free-standing facility devoted to a single use that has an emphasis on activities other than manufacturing. Typically, there is minimal office space. The vehicle mix has been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the South Coast Air Quality Management District recommended truck mix.

For Site 2, the ITE Trip Generation Manual (11th Edition, 2021) does not currently have any trip generation rates for a truck trailer storage yard (323 spaces). As such, trip generation estimates for

the trailer storage yard component of the Proposed Project have been developed using data collected at other facilities with operations similar to those proposed.

For the purposes of this analysis, the storage yard proposed on Site 2 has been evaluated assuming it is an independent use in an effort to evaluate the most conservative trip generation for the Proposed Project (for Site 2). Trip generation rates for the proposed uses are summarized in Table 4.13-1, Project Trip Generation Rates. A summary of the proposed Project trip generation, in actual vehicles, is shown in Table 4.13-2, Project Trip Generation Summary (Actual Vehicles). As shown in Table 4.13-2, the Proposed Project is anticipated to generate 2,728 two-way trips per day with 195 AM peak hour trips and 227 PM peak hour trips (actual vehicles).

A summary of the Proposed Project trip generation, in Passenger Car Equivalent (PCE), is shown in Table 4.13-3, Project Trip Generation Summary (PCE). As shown in Table 4.13-3, the Proposed Project is anticipated to generate a total of 3,800 PCE two-way trips per day with 262 AM PCE peak hour trips and 292 PM PCE peak hour trips.

Table 4.13-1. Project Trip Generation Rates

Actual Vehicle Trips Generation Rates									
Land Use	ITE Land Use Code	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
High-Cube Fulfillment Center Warehouse ²	--	TSF	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars (AM-84.4%, PM-87.3%, Daily-82.2%):			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (AM-6.6%, PM-6.7%, Daily-7.6%):			0.006	0.002	0.008	0.003	0.008	0.011	0.162
5+Axle Trucks (AM-9.0%, PM-6.0%, Daily-10.2%):			0.008	0.003	0.011	0.003	0.007	0.010	0.217
General Light Industrial ³	110	TSF	0.651	0.089	0.740	0.091	0.559	0.650	4.870
Passenger Cars (AM-98.6%, PM-98.5%, Daily-94.9%):			0.645	0.085	0.730	0.086	0.554	0.640	4.620
2-Axle Trucks (AM-0.2%, PM-0.1%, Daily-0.8%):			0.001	0.001	0.002	0.001	0.001	0.002	0.042
3-Axle Trucks (AM-0.3%, PM-0.1%, Daily-1.1%):			0.001	0.001	0.002	0.001	0.001	0.002	0.052
4+-Axle Trucks (AM-0.9%, PM-0.4%, Daily-3.2%):			0.004	0.002	0.006	0.003	0.003	0.006	0.157
Truck/Trailer Lot ⁴	--	Spaces	0.077	0.065	0.142	0.072	0.086	0.157	2.107
Passenger Cars (AM-30.2%, PM-44.4%, Daily-39.6%):			0.026	0.017	0.043	0.021	0.049	0.070	0.834
2-Axle Trucks (AM-10.5%, PM-3.3%, Daily-5.1%):			0.007	0.008	0.015	0.005	0.000	0.005	0.108
3-Axle Trucks (AM-27.8%, PM-33.9%, Daily-29.4%):			0.014	0.025	0.039	0.033	0.020	0.053	0.620

Table 4.13-1. Project Trip Generation Rates

Actual Vehicle Trips Generation Rates									
Land Use	ITE Land Use Code	Units¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
4+Axle Trucks (AM-31.5%, PM-18.4%, Daily-25.9%):			0.030	0.015	0.045	0.012	0.017	0.029	0.545
Passenger Car Equivalent (PCE) Trips Generation Rates³									
Land Use	ITE Land Use Code	Units¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
High-Cube Fulfillment Center Warehouse ²		TSF	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (PCE = 2.0)			0.012	0.004	0.016	0.006	0.016	0.022	0.324
5+Axle Trucks (PCE = 3.0)			0.025	0.008	0.033	0.008	0.022	0.030	0.651
General Light Industrial ³	110	TSF	0.651	0.089	0.740	0.091	0.559	0.650	4.870
Passenger Cars			0.645	0.085	0.730	0.086	0.554	0.640	4.620
2-Axle Trucks (PCE = 1.5)			0.002	0.001	0.003	0.002	0.001	0.003	0.063
3-Axle Trucks (PCE = 2.0)			0.002	0.002	0.004	0.002	0.002	0.004	0.104
4+-Axle Trucks (PCE = 3.0)			0.102	0.007	0.019	0.009	0.010	0.019	0.470
Truck/Trailer Lot ⁴		Spaces	0.077	0.065	0.142	0.072	0.086	0.157	2.107
Passenger Cars			0.026	0.017	0.043	0.021	0.049	0.070	0.834
2-Axle Trucks (PCE = 1.5)			0.010	0.012	0.022	0.008	0.000	0.008	0.163
3-Axle Trucks (PCE = 2.0)			0.028	0.051	0.079	0.066	0.040	0.107	1.240
4+-Axle Trucks (PCE = 3.0)			0.089	0.045	0.134	0.037	0.050	0.087	1.634

Source: Urban Crossroads 2024.

Notes:

¹ TSF = thousand square feet

² Trip Generation Rates and Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.
Inbound and outbound split source: ITE Trip Generation Manual, Eleventh Edition (2021) for ITE Land Use Code 154.

³ PCE = Passenger Car Equivalent

⁴ Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

Truck Mix: South Coast Air Quality Management District's recommended truck mix, by axle type.

Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

⁴ See Attachment A for Trip Generation Rates based on empirical data.

Table 4.13-2. Project Trip Generation Summary (Actual Vehicles)

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles:									
High-Cube Fulfillment Center Warehouse	795.109	TSF							
Passenger Cars:			63	19	82	32	82	114	1,392
2-4 Axle Trucks:			5	1	6	2	6	9	130
5+Axle Trucks:			7	2	9	2	6	8	174
Total Truck Trips (Actual Vehicles):			12	3	15	4	12	16	304
Total Trips (Actual Vehicles)²			75	22	97	36	94	130	1,696
General Light Industrial	71.961	TSF							
Passenger Cars:			46	6	52	6	40	46	332
2-Axle Trucks:			0	0	0	0	0	0	4
3-Axle Trucks:			0	0	0	0	0	0	4
4+-Axle Trucks:			0	0	0	0	0	0	12
Total Truck Trips (Actual Vehicles):			0	0	0	0	0	0	20
Total Trips (Actual Vehicles)²			46	6	52	6	40	46	352
Truck/Trailer Lot ⁴		Spaces							
Passenger Cars:			8	5	13	7	16	23	270
2-Axle Trucks:			2	3	5	2	0	2	36
3-Axle Trucks:			5	8	13	11	6	17	200
4+-Axle Trucks:			10	5	15	4	5	9	176
Total Truck Trips (Actual Vehicles):			17	16	33	17	11	28	412
Total Trips (Actual Vehicles)²			25	21	46	24	27	51	682
Project Total (Actual Vehicles)			146	49	195	66	161	227	2,730

Source: Urban Crossroads 2024.

Notes:

¹ TSF = thousand square feet

² Total Trips= Passenger Cars + Truck Trips.

Table 4.13-3. Project Trip Generation Summary (PCE)

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Passenger Car Equivalent (PCE):									
High-Cube Fulfillment Center Warehouse	795.109	TSF							
Passenger Cars:			63	19	82	32	82	114	1,392
2-4 Axle Trucks:			10	3	13	5	13	17	258
5+Axle Trucks:			20	6	26	7	17	24	518
Total Truck Trips (PCE):			30	9	39	12	30	42	776
Total Trips (PCE)²			93	28	121	44	112	156	2,168
General Light Industrial	71.961	TSF							
Passenger Cars:			46	6	52	6	40	46	332
2-Axle Trucks:			0	0	0	0	0	0	6
3-Axle Trucks:			0	0	0	0	0	0	8
4+-Axle Trucks:			1	0	1	1	1	2	34
Total Truck Trips (PCE):			1	0	1	1	1	2	48
Total Trips (PCE)²			47	6	53	7	41	48	380
Truck/Trailer Lot	323	Spaces							
Passenger Cars:			8	5	13	7	16	23	270
2-Axle Trucks:			3	4	7	3	0	3	54
3-Axle Trucks:			9	16	25	21	13	34	400
4+-Axle Trucks:			29	14	43	12	16	28	528
Total Truck Trips (Actual Vehicles):			41	34	75	36	29	65	982
Total Trips (PCE)²			49	39	88	43	45	88	1,252
Project Total (PCE)			189	73	262	94	198	292	3,800

Source: Urban Crossroads 2024.

Notes:

¹ TSF = thousand square feet

² Total Trips= Passenger Cars + Truck Trips.

Trip Distribution and Assignment

The Proposed Project trip distribution represents the directional orientation of traffic to and from the Project Site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that would be utilized by Proposed Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the Proposed Project traffic would distribute. The Proposed Project trip distribution for both passenger cars and trucks was developed based on anticipated travel patterns to and from the Project Site and are consistent with other similar projects that have been reviewed and approved by City of Perris staff. Passenger car distribution patterns were based on existing and planned land uses and roadway infrastructure in the area. Truck distribution patterns were based on City truck routes, proximity to the freeway system, and the Project

Proponent/Developer's input on percentage of traffic oriented to the Port of Long Beach or other destinations. The passenger car trip distributions for the warehouse and truck/trailer lot are shown in Figure 4.13-8a, Project (Passenger Car) Trip Distribution Outbound – Warehouse; Figure 4.13-8b, Project (Passenger Car) Trip Distribution Inbound – Warehouse; Figure 4.13-9a, Project (Passenger Car) Trip Distribution Outbound– Truck/Trailer Lot; and Figure 4.13-9b, Project (Passenger Car) Trip Distribution Inbound– Truck/Trailer Lot.

The truck trip distributions are illustrated in Figure 4.13-10a, Project (Truck) Trip Distribution Outbound – Warehouse, and Figure 4.13-10b, Project (Truck) Trip Distribution Inbound – Warehouse, and Figure 4.13-11, Project (Truck) Trip Distribution – Truck/Trailer Lot. Distribution patterns for each vehicle type have been provided for the warehouse building and truck/trailer lot components.

The following sections address various potential impacts relating to transportation that could result from implementation of the Proposed Project.

4.13.4.1 Threshold TR-1: Circulation System Performance

Impact Analysis

Regional

Connect SoCal

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Table 4.10-2, SCAG Policy Consistency Analysis, in Section 4.10, Land Use and Planning, of this EIR, addresses the Proposed Project's consistency with Connect SoCal. As demonstrated through this analysis, implementation of the Proposed Project would be consistent with the goals and policies of Connect SoCal, including the goals related to vehicular and non-vehicular circulation, and good movement.

Riverside County CMP

RCTC monitors the CMP roadway network system to minimize LOS deficiencies. Pursuant to SB 743, LOS is no longer the basis for determining whether a project has a significant impact pursuant to CEQA. However, for informational purposes only, the Proposed Project's consistency with the CMP is being discussed. The intent of a CMP is to link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The County of Riverside CMP became effective with the passage of Proposition 111 in 1990 and was most recently updated in 2019 as part of the Riverside County Long Range Transportation

Study. RCTC adopted the 2019 CMP for the County of Riverside in December 2019. There are no study area intersections identified as a Riverside County CMP intersection. Therefore, the Proposed Project would not conflict with the Riverside County CMP.

Fair Share Contribution

Project mitigation may include a combination of fee payments to established programs (e.g., TUMF, and/or DIF), construction of specific improvements, payment of a fair share contribution toward future improvements, or a combination of these approaches. Improvements constructed in connection with a proposed development may be eligible for a fee credit or reimbursement through the program, where appropriate (to be determined at the City's discretion). When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution in lieu of requiring the development to construct improvements. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and the arterial expansions keep pace with the projected population increases.

The Proposed Project is not anticipated to require the construction of any off-site improvements. However, the Project Proponent/Developer's responsibility for the Proposed Project's contributions toward deficient intersections is fulfilled through the payment of fair share or payment of fees (if applicable) that would be assigned to construction of the identified recommended improvements. The Project Proponent/Developer would be required to pay fair share fees and participate in pre-existing fee programs consistent with the City's requirements.

City of Perris

City of Perris General Plan

As presented in Section 4.10, Land Use and Planning, of this EIR, the Proposed Project does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project adopted for the purpose of avoiding or mitigating an environmental effect, including policies outlined in the City of Perris General Plan. Table 4.13-4, City of Perris General Plan Consistency Analysis, restates the consistency analysis for the General Plan goals and policies that address the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Table 4.10-3, City of Perris General Plan Consistency Analysis, also provides a consistency analysis for elements not included in this section (i.e., the Land Use Element and the Safety Element).

Table 4.13-4. City of Perris General Plan Consistency Analysis

General Plan Goal	Consistency Analysis
Circulation Element	
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.	No Conflict. The Proposed Project would include street improvements to Goetz Road, Driveway 1, Driveway 2, Driveway 3, Driveway 4, Ellis Avenue, and Case Road. Traffic-control improvements would also be implemented as part of the Proposed Project. These improvements would also provide a circulation benefit to other development in the area.
Policy I.A. Design and develop the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the designated Transportation System, Exhibit 4.2, Future Roadway Network (refer to City of Perris General Plan).	No Conflict. The Traffic Analysis and VMT Analysis prepared for the Proposed Project (included in Appendix J of this Draft EIR) was used to determine the improvements that are required to be constructed to maintain the required levels of service, consistent with the City's General Plan for the Future Roadway Network. The Proposed Project incorporates the improvements recommended by the Traffic Analysis and VMT Analysis (refer to project design feature PDF 4.13-1).
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.	No Conflict. In addition to the construction of roadway improvements (refer to project design feature PDF 4.13-1), the Project Proponent/Developer would pay applicable traffic mitigation fees (e.g., TUMF and City of Perris DIF, or fair share payments) that would fund additional traffic improvements to General Plan roadways in the Proposed Project area and would go toward the maintaining roadway infrastructure in the Proposed Project area.
Policy II.B. Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	No Conflict. The Proposed Project maintains the existing roadway network and provides roadway improvements based on the demand determined by the Traffic Impact Analysis prepared for the Proposed Project.
Goal III. To financially support a transportation system that is adequately maintained.	No Conflict. Refer to the consistency analysis for Circulation Goals I and II, and associated policies, above.
Policy III.A. Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	No Conflict. The Proposed Project incorporates a transportation system that builds upon the existing roadways and provides roadway improvements in the area to support existing development and the Proposed Project. In addition, the Proposed Project developers would either fund or construct portions of the transportation system beyond the immediate Proposed Project area that would also serve future development.
Goal IV. Safe and convenient pedestrian access and non- motorized facilities between residential neighborhoods, parks, open space, and schools that service those neighborhoods.	No Conflict. Features to promote the use of alternative transportation modes such as sidewalks, bicycle lanes, and bicycle racks are included as part of the Proposed Project's design. There are 20 bicycle parking locations for Building 1 and 5 bicycle parking locations for Building 2. A sidewalk would be constructed as part of the Proposed Project along Case Road, Ellis Avenue, and Goetz Road. Pedestrians circulating between the parking lot for Building 2 and the office for Building 1 would be directed to the signalized pedestrian crossing at Mountain Avenue and Goetz Road.

Table 4.13-4. City of Perris General Plan Consistency Analysis

General Plan Goal	Consistency Analysis
Circulation Element	
Goal V. Efficient goods movement.	No Conflict. The Proposed Project is proposed to consist of the development of a 795,109-square-foot high-cube fulfillment center warehouse building (Building 1), 71,961-square-foot warehouse building (Building 2), and a truck/trailer storage lot with approximately 323 spaces plus 2 auto parking stalls and 20 tractor stalls. The City has adopted specific truck routes throughout the City. Trucks are prohibited on certain City roadways through the Municipal Code on the basis of weight restrictions. Truck routes for the Proposed Project have been determined based on discussions with City staff. These truck routes serve both the Proposed Project and future cumulative development projects throughout the study area. Sensitive land uses have also been taken into consideration as part of determining the best routes for future trucks.
Policy V.A. Provide for safe movement of goods along the street and highway system.	No Conflict. All roadway construction and improvements would be completed according to the standards and requirements set forth by the City of Perris and in coordination with the City Engineer to ensure that roadways are safe and efficient.
Goal VII. A transportation system that maintains a high level of environmental quality.	No Conflict. The Proposed Project includes roadway improvements, and the Project Proponent/Developer would pay traffic fees and fair share fees for roadway improvements to improve the flow of traffic in the Project Site by limiting delay times at intersections and improving the overall flow of traffic.
Policy VII.A. Implement the Transportation System in a manner consistent with Federal, State, and local environmental quality standards and regulations.	No Conflict. This EIR has been prepared in accordance with the CEQA Guidelines. Further, a Traffic Analysis and VMT Analysis has been prepared for the Proposed Project in accordance with the guidance provided by the City of Perris, the County of Riverside, and Caltrans. Through the required public review of the Draft EIR, local, State, and federal agencies can comment on the Proposed Project and its consistency with the applicable standards and regulations. By considering the comments of these agencies in the Draft EIR and throughout the development process, the Proposed Project would maintain consistency.
Goal VIII. Enhanced traffic flow, reduced travel delay, reduced reliance on single-occupant vehicles, and improved safety along the City and State roadway system.	No Conflict. The Proposed Project design incorporates improvements to site-adjacent local roadways based on the projection of future traffic resulting from the Proposed Project. These improvements—as well as the required payment of fees to provide funding for any necessary improvements to local roadways—would ensure that traffic delays are minimized, and safety is increased.
Conservation Element	
Goal IX. Encourage project designs that support the use of alternative transportation facilities.	No Conflict. Features to promote the use of alternative transportation modes such as sidewalks, bicycle lanes, and bicycle racks are included as part of the Proposed Project's design. There are 20 bicycle parking locations for Building 1 and 5 bicycle parking locations for Building 2. A sidewalk would be constructed as part of the Proposed Project along Case Road, Ellis Avenue, and Goetz Road. Pedestrians circulating between the parking lot for Building 2 and the office for Building 1 would be directed to the signalized pedestrian crossing at Mountain Avenue and Goetz Road.

Table 4.13-4. City of Perris General Plan Consistency Analysis

General Plan Goal	Consistency Analysis
Circulation Element	
Policy IX.A. Encourage land uses and new development that support alternatives to the single occupant vehicle.	No Conflict. The land use is consistent with the General Plan land use and zoning designations. Additionally, there is bicycle parking available on the Project Site and associated sidewalk improvements along the Project Site.
Policy X.C. Encourage strategic shape and placement of new structures within new commercial and industrial projects.	No conflict. The Proposed Project would promote energy conservation by taking advantage of natural lighting and ventilation, sunlight, and shade, as appropriate based on Project Site conditions.

In summary, the Proposed Project would not conflict with regional or local programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. This impact is less than significant.

Significance of Impact

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

4.13.4.2 Threshold TR-2: Induction of Substantial Vehicle Miles Traveled

Impact Analysis

The Proposed Project VMT impact has been assessed in accordance with guidance from the City of Perris Transportation Impact Analysis Guidelines for CEQA (May 12, 2020) (City VMT Guidelines). The City Guidelines provide a framework for “screening thresholds” for certain projects that are expected to cause a less than significant impact without conducting a detailed VMT study.

The City VMT Guidelines include VMT thresholds that were reviewed and adopted by the City Council on May 12, 2020. All discretionary land use projects subject to CEQA must evaluate transportation impacts related to VMT as part of the environmental review process. The first step in evaluating a land use project’s VMT impact is to perform an initial screening assessment utilizing the City of Perris VMT Scoping Form for Land Use Projects (VMT Scoping Form). The VMT Scoping Form provides an easy-to-use tool for streamlining the VMT analysis process. Screening criteria can be used to determine whether a project would be expected to cause a less than significant impact without having to conduct a detailed study. The screening criteria adopted by the City of Perris are based on the recommendations from OPR and WRCOG for setting screening thresholds for land use projects and include:

- A. Is the project 100% affordable housing?

- B. Is the project within one-half mile of qualifying transit?
- C. Is the project a local serving land use?
- D. Is the project in a low VMT area?
- E. Are the project's net daily trips less than 500 ADT?

The Proposed Project requirements for evaluation of transportation impacts under CEQA was assessed using the VMT Scoping Form as appended to the City of Perris TIA Guidelines and included in Appendix B of the Traffic Analysis and VMT Analysis.

Affordable Housing

The City VMT Guidelines state, if a project consists of 100% affordable housing, then the presumption can be made that it will have a less than significant impact on VMT. The Proposed Project does not include any residential uses. Therefore, the Affordable Housing screening criteria not met.

High-Quality Transit Areas Screening

Consistent with guidance identified in the City VMT Guidelines, projects located within a Transit Priority Area (i.e., within ½ mile of an existing “major transit stop” or an existing stop along a “high-quality transit corridor”) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate or high-income residential units.

Based on the WRCOG Screening Tool, the Project Site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. Therefore, the High-Quality Transit Areas screening criteria is not met.

Local Serving Land Use

As identified in the City VMT Guidelines, local serving land uses provide more opportunities for residents and employees to shop, dine, and obtain services closer to home and work. Local serving uses can also include community resources that may otherwise be located outside of the city or local area. By improving destination proximity, local serving land uses lead to shortened trip lengths and reduced VMT. The City VMT Guidelines provides a list of applicable local serving retail categories below 50,000 square feet. The truck/trailer lot on Site 2 was found to meet this screening criteria.

The Proposed Project is anticipated to provide overflow or excess trailer parking for the warehouse buildings. It is reasonable to assume that the future tenants of Building 1 and Building 2 will select a location, at least in part, based upon how the location affects their transportation costs. Businesses who have shipping as a significant part of their operations are sensitive to transportation costs and by extension their relative proximity to customers and suppliers. Thus, as previously indicated, the truck/trailer lot on Site 2 would be local serving. Therefore, this portion of the Proposed Project is screened from further VMT analysis.

The Proposed Project's industrial warehousing component designated for Site 1 does not meet this criteria.

Low VMT Area Screening

The City VMT Guidelines states, "Projects that locate in areas with low VMT, and that incorporate similar features (i.e., land use type, access to the circulation network, etc.), will tend to exhibit similarly low VMT." The City of Perris utilizes the VMT Scoping Form to identify areas of low VMT. The VMT Scoping Form uses the sub-regional Riverside County Transportation Analysis Model (RIVTAM) to measure VMT performance within individual traffic analysis zones (TAZ's) within the WRCOG region. The Proposed Project's physical location based on the WRCOG web-based screening tool is used to determine the TAZ in which the Proposed Project resides. The TAZ identification number is then selected within the scoping form. Finally, the VMT generated by the existing TAZ is compared to the City's impact threshold of "VMT per employee that is less than or equal to the Citywide average." The Project Site is located within TAZ 3812, which generates 14.48 VMT per employee, which is above the City average VMT of 11.62 per employee; this criterion is not met.

Net Daily Trips Less than 500 ADT

Pursuant to the City Guidelines, projects that generate less than 500 average daily trips (ADT) would not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT. Trips generated by the Proposed Project's proposed land uses have been estimated based on trip generation rates collected by the ITE Trip Generation Manual, 11th Edition, 2021. As shown in Table 4.13-2 above, the Proposed Project is anticipated to generate 682 daily vehicle trip-ends per day. Therefore, the Proposed Project-generated daily vehicle trips exceeds the 500 daily vehicle trip threshold, and this criterion is not met.

Based on a more detailed review of the applicable VMT screening methods, it is determined that Site 1 for the Proposed Project is not eligible for screening and further VMT Analysis for this portion of the Proposed Project is required.

VMT Analysis

Modeling

The City VMT Guidelines identify the Riverside County Transportation Model (RIVCOM), as the appropriate tool for conducting VMT analysis for land use projects in the City of Perris. RIVCOM was released in June 2021 and is the most current sub-regional modeling tool for Western Riverside County. RIVCOM is a useful tool to estimate VMT as it considers interaction between different land uses based on socioeconomic data such as population, households, and employment.

VMT Metric and Significance Threshold

The City VMT Guidelines establish VMT per service population (i.e., population and employees) as the appropriate VMT metric for conducting VMT analyses within the City of Perris. VMT per service population is an efficiency metric that allows an individual land use project's VMT to be compared to the remainder of the City. Projects found to increase average weekday VMT per service population within the City may be deemed to have a significant impact. More specifically, the City Guidelines identify the following impact thresholds for project-level VMT analyses:

- The base model year project-generated VMT per service population exceeds the City of Perris base year VMT per service population, or
- The future model year project-generated VMT per service population exceeds the City of Perris base year VMT per service population.

To date, WRCOG has not published jurisdictional averages for its member agencies utilizing the RIVCOM model. As a result, the City of Perris base year average VMT per service population should be calculated utilizing the RIVCOM base year model. All TAZs located within the City of Perris were selected and the total VMT was calculated from the RIVCOM base year traffic model. Citywide VMT for the City of Perris was then divided by the City's base year service population (i.e., population and employment) resulting in a VMT per service population for the City of Perris of 32.38.

Project Land Use Conversion

The Origin/Destination (OD) method for calculating VMT sums all weekday VMT generated by trips with at least one trip-end in the study area (i.e., TAZ or group of TAZ's). The OD method accounts for all trips (i.e., both passenger car and truck) and trip purposes (i.e., total VMT) and therefore provides a more complete estimate of VMT. Total VMT is then divided by the Proposed Project's service population to derive the efficiency metric VMT per service population, which is then compared to the remainder of the City for purposes of identifying a potential VMT impact.

The Proposed Project is estimated to generate VMT per service population of 33.35 for Base Year and 29.44 for Future Year conditions, which would exceed the City's adopted impact threshold by 3.0% for Base Year conditions, based on the City's impact threshold of 32.38 VMT per service

population. Conversely, the Proposed Project is estimated to generate VMT per service population of 9.1%, which is below the City's impact threshold for Future Year conditions. Therefore, the Proposed Project's VMT impact is potentially significant.

As discussed below in Section 4.13.7, the Proposed Project would incorporate mitigation measure MM TR-1, the implementation of which could result in a 4.1 percent reduction in Project VMT where a 2.9 percent reduction is required for a less than significant finding. This would occur as a result of the implementation of Transportation Demand Management (TDM) strategies including a ridesharing project and end-of-trip bicycle facilities.

Significance of Impact

Without mitigation, the Proposed Project would have a potentially significant VMT impact.

4.13.4.3 Threshold TR-3: Hazardous Design Features

Impact Analysis

Construction-related Hazards

As described in Section 2.5, Project Construction and Site Preparation, of this EIR, the Proposed Project would be constructed in two phases. Phasing will occur as appropriate levels of infrastructure are provided. Phasing sequencing is subject to change over time to respond to various market and local factors and as such, individual phases may overlap or develop concurrently. Infrastructure improvements, as required and approved by the City Engineer to support the development, would be installed by the Project Proponent/Developer. Project construction is anticipated to begin in Summer 2025. Construction is anticipated to be completed in Spring 2026. The duration of construction activity (and associated equipment) represents a reasonable approximation of the expected construction activities as required per the CEQA Guidelines.

During the Proposed Project's construction phase, traffic to and from the Project Site would be generated by activities such as construction employee trips, the use and delivery of heavy equipment, and the overlap of construction-related activities. Vehicular traffic associated with construction employees would be substantially less than daily and peak hour traffic volumes generated during Project operational activities because construction activities typically begin and end outside of the peak hours. Accordingly, most of the construction employees would not be driving to and from the Project Site during hours of peak congestion.

As described in Project Description, the Proposed Project would implement roadway improvements. Construction materials would be delivered to the Project Site throughout the construction phase – mostly outside of peak hours – based on need and would not occur on an everyday basis. Heavy equipment would be utilized within the Project Site during the construction

phase. As most heavy equipment is not authorized to be driven on public roadways, most equipment would be delivered and removed from the site via flatbed trucks (sometimes with multiple pieces of equipment delivered to the site on a single trip). As with the delivery of construction materials, the delivery of heavy equipment to the Project Site would not occur on a daily basis but would occur periodically throughout the construction phase based on need. Trucks delivering materials and equipment would follow designated truck routes and would not increase traffic-related hazards during construction.

Project-specific construction plans are finalized on a project-by-project basis by the City and are required to ensure adequate traffic flow. At the time of approval of any site-specific plans required for the construction of roadway facilities or infrastructure, the Project Proponent/Developer would be required to implement measures that would maintain traffic flow and access. The Proposed Project would also implement a construction traffic control plan as required by the City. Therefore, the Proposed Project would have a less than significant impact during construction associated with increased hazards.

Operational Hazards

The Proposed Project includes the construction of site access improvements (refer to Project design feature PDF 4.13-1). The design of roadways must provide adequate sight distance and traffic-control measures. This provision is normally realized through roadway design to facilitate roadway traffic flows. Roadway improvements in and around the Project Site would be designed and constructed to satisfy all City and Caltrans requirements for street widths, corner radii, and intersection control. They would also incorporate design standards tailored specifically to Proposed Project access requirements.

The appropriate curb radii have been determined so that trucks would have sufficient space to execute turning maneuvers. The ingress and egress of trucks at each Project driveway is consistent with the truck trip distribution assumed in the Traffic Analysis and VMT Analysis.

As shown in Figure 2-4, Site Plan, Site 1 for the Proposed Project would have right-in/right-out access for passenger cars only for Building 1. Driveway 2 along Goetz Road would have a private new driveway designed to align with Mountain Avenue and would allow for full access via a signalized intersection, only serving trucks for both Building 1 and Building 2. Driveway 3 along Goetz Road would have a right-in/right-out access driveway serving passenger cars only for Building 2. Finally, Driveway 4 along Ellis Avenue would have right-in/right-out access for trucks to the truck/trailer lot. Site 2 for the Proposed Project would have an Emergency Exit at Driveway 5 along Case Road. Driveway 6 along Case Road would have full access for trucks and passenger cars to the truck trailer lot.

Additionally, the Proposed Project would comply with Chapter 10.40, Truck Routes of the Perris Municipal Code. According to the City of Perris Truck Route map, truck access from the I-215 freeway to the Project Site would be from the Case Road interchange north to westerly Ellis Avenue, then south on Goetz Road. Truck access from the I-215 freeway to Site 2 would be from the Case Road interchange north to the driveway along Case Road. Directional signage would be provided on-site to direct drivers accordingly.

Additionally, adherence to applicable City requirements would ensure the Proposed Project would not include any sharp curves or dangerous intersections or driveways. Furthermore, the Proposed Project would incorporate mitigation measure MM TR-2 which requires the preparation of a Truck Traffic Management Plan (TTMP) which would include transportation design features.

Significance of Impact

Without mitigation, the Proposed Project would have a potentially significant impact.

4.13.4.4 Threshold TR-4: Inadequate Emergency Access

Impact Analysis

As discussed above under Threshold TR-3, construction activities that may temporarily restrict vehicular traffic flow would be required to implement adequate measures to facilitate the passage of vehicles through/around any required lane or road closures. Site-specific activities such as temporary construction activities are finalized on a project-by-project basis by the City and are required to ensure adequate emergency access.

The roadway improvements that would occur as a part of the Proposed Project would improve traffic circulation in the area. These would also improve the ability of emergency vehicles to access the Project Site and surrounding properties. Driveway 5 along Case Road would serve as an Emergency Exit. Driveway 6 along Case Road would have full access for trucks and passenger cars to the truck trailer lot on Site 2. Street improvements along Ellis Avenue as part of the Proposed Project would connect with the proposed improvements along Case Road, which are a part of the off-site street improvements associated with the IDI North Project, which is situated northeast of the Project Site. The Proposed Project driveways have been designed to accommodate large trucks with trailers that would be used for the distribution of goods to and from the site. As discussed above, adequate turn radii and sight distance would be provided. The City also requires that adequate emergency vehicle access shall be provided to the satisfaction of the Riverside County Fire Authority. Thus, the Proposed Project would provide ample vehicular access for emergency vehicles.

The Proposed Project would be required to comply with all applicable fire code and City Fire Department requirements and standards for construction, access, water mains, fire flow, and fire hydrants. Prior to any site development or future project approvals, all plans would be required to be submitted to the fire marshal for review and verification that they conform to all pertinent fire standards

and requirements. Thus, the Proposed Project would not result in inadequate emergency access. Based on the Proposed Project design and with required adherence to City requirements for emergency vehicle access, impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.13.5 Cumulative Impacts

4.13.5.1 Cumulative Threshold TR-1: Circulation System Performance

Where applicable, cumulative projects anticipated to contribute measurable traffic (i.e., 50 or more peak hour trips) to study area intersections have been manually added to the study area network to generate Opening Year Cumulative forecasts. This list of cumulative development projects has been reviewed to determine which projects would likely contribute measurable traffic through the study area intersections (e.g., those cumulative projects within proximity to the Proposed Project). For the purposes of the analysis, the cumulative projects that were determined to affect one or more of the study area intersections are shown in Figure 4.13-12, Cumulative Development Location Map, and have been considered for inclusion.

As identified in the analysis presented in Table 4.13-4 and Section 4.13.4.1 above, the Proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Cumulative development projects would be reviewed for consistency with adopted programs, plans, ordinances, or policies, including but not limited to Connect SoCal, and the City of Perris General Plan, as applicable. Even if cumulative development projects are in conflict, the Proposed Project would not contribute to a cumulative impact and thus would not be cumulatively considerable because the Proposed Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, as identified through the analysis presented in this Section of the Draft EIR.

4.13.5.2 Cumulative Threshold TR-2: Induction of Substantial Vehicle Miles Traveled

As identified in the analysis set forth in Section 4.13.4.2 above, the Proposed Project would result in a less than significant VMT impact with incorporation of mitigation. Each cumulative development would be required to follow the City's VMT Guidelines and OPR's Technical Advisory to determine if a VMT analysis is required. If a VMT analysis is required, the Proposed Project would be required to follow the City's VMT Guidelines and OPR's Technical Advisory to analyze the Proposed Project's VMT. Since the Proposed Project impacts would be less than significant, the Proposed Project would result in a less than significant cumulative VMT impact.

4.13.5.3 Cumulative Threshold TR-3: Hazardous Design Feature

Cumulative development projects would contribute to construction traffic and associated temporary lane and road closures during construction. However, the potential construction-related traffic impacts resulting from the Proposed Project would be less than significant as the Proposed Project and future developments would be required to comply with City regulations. The City requires the preparation of a traffic control plan during construction which is a standard requirement for construction projects in the City.

4.13.5.4 Cumulative Threshold TR-4: Inadequate Emergency Access

As with the Proposed Project, cumulative development in the vicinity of the Proposed Project would be required to construct roadways and Project access driveways in accordance with applicable City Standards and Guidelines ensure impacts are less than significant. Further, providing sufficient emergency access during construction and operation is also a standard requirement. The City also requires that adequate emergency vehicle access shall be provided to the satisfaction of the Riverside County Fire Authority. The Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact associated with traffic-related hazards or emergency access.

4.13.6 Level of Significance Before Mitigation

4.13.6.1 Threshold TR-1: Circulation System Performance

The Proposed Project would not conflict with regional or local programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

4.13.6.2 Threshold TR-2: Induction of Substantial Vehicle Miles Traveled

Without mitigation, the Proposed Project would have a potentially significant VMT impact.

4.13.6.3 Threshold TR-3: Hazardous Design Feature

Without mitigation, the Proposed Project would have a potentially significant impact with regard to a hazardous design feature.

4.13.6.4 Threshold TR-4: Inadequate Emergency Access

The Proposed Project would not result in inadequate emergency access.

4.13.7 Mitigation Measures

Threshold TR-2

MM TR-1: Prior to the issuance of an occupancy permit, property owner associations and/or building occupants shall be required to develop and implement a Transportation

Demand Management (TDM) Plan to reduce single-occupancy vehicle trips for employees and encourage alternative modes of transportation such as carpooling, transit, walking, and biking. The TDM Plan shall include an ongoing monitoring program to ensure the Plan is implemented on an ongoing basis, and that the TDM Plan results in at least a 2.9% reduction in VMT.

The Proposed Project would be required to reduce its near-term VMT impact by 7,822 VMT or 2.9 percent to achieve a less than significant finding.³ TDM strategies have been evaluated for the purpose of reducing VMT. The purpose of TDM strategies is to reduce the need for single-occupancy automobile trips. The effectiveness of TDM strategies available to individual land use projects was thoroughly evaluated by the Quantifying Greenhouse Gas Mitigation Measures. The City Guidelines also provide a list of the transportation measures as identified by California Air Pollution Control Officers Association (CAPCOA). Table 4.13-5, TDM Strategies, outlines the TDM strategies applicable to the Proposed Project.

Table 4.13-5. TDM Strategies

Measure	TDM Description	Reduction
T-8 Provide Ridesharing Program	Ridesharing encourages carpooled vehicle trips in place of single occupied vehicle trips, thereby reducing the number of trips, VMT, and GHG emissions.” Implementation requirements for T-8 are as follows: • Designating a certain percentage of desirable parking spaces for ridesharing vehicles. • Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles. • Providing an app or website for coordinating rides.	May provide up to a 4.0% reduction in Project VMT.
T-10 End-of-Trip Bicycle Facilities	This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions.	May provide a 0.1% reduction in Project VMT.

Threshold TR-3

MM TR-2: Prior to issuance of building permit, the Project Proponent/Developer shall prepare a Truck Traffic Management Plan (TTMP). The TTMP shall include transportation design features to physically discourage trucks from utilizing certain routes that are not designated truck routes. These design features could include pork chops, reduced

² 33.35 VMT/CapitaProject x 808 employees) - (32.38 VMT/Capita Threshold x 808 employees) = 782 VMT

³ 782 VMT / 26,945 VMT x 100 = 2.9%

curb radii, or other physical improvements to prohibit trucks from utilizing non-designated truck routes.

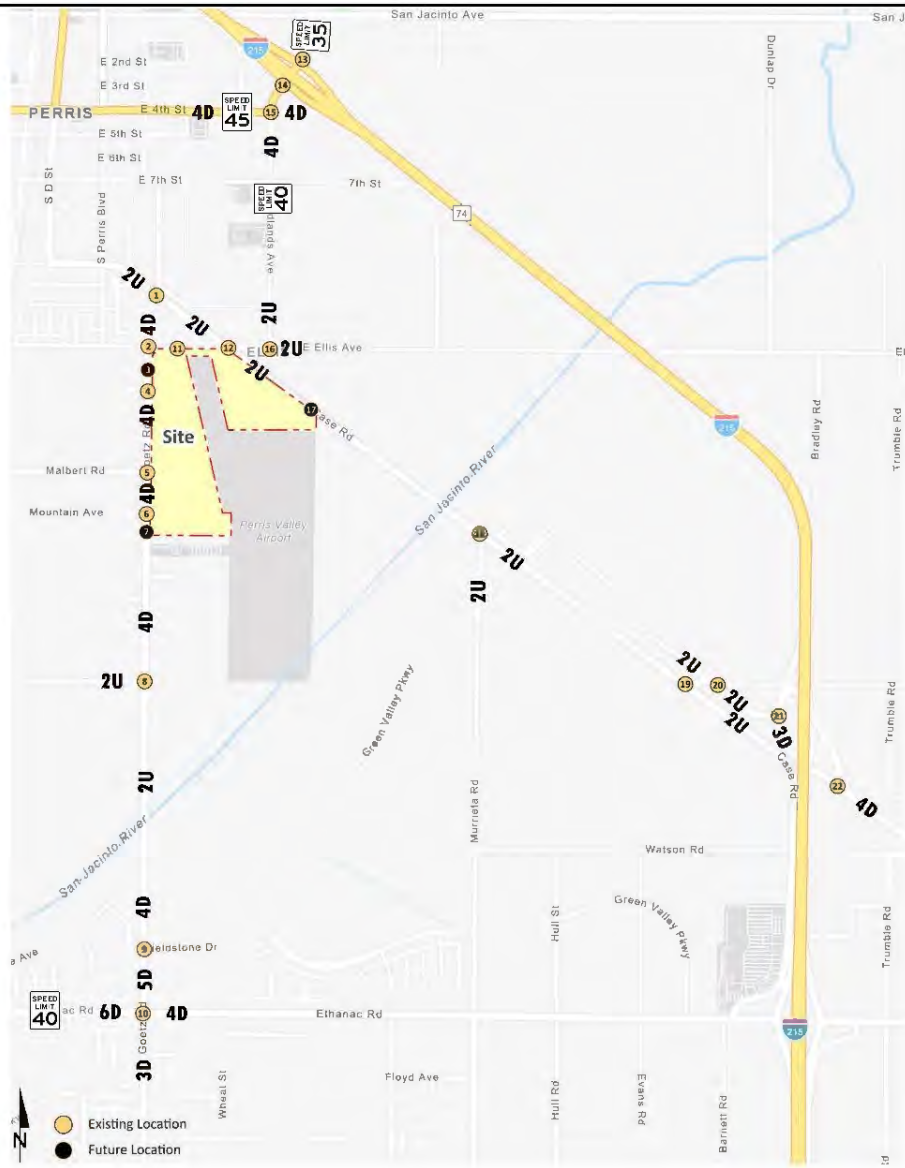
4.13.8 Level of Significance After Mitigation

4.13.8.1 Threshold TR-2: Induction of Substantial Vehicle Miles Traveled

As outlined above in Table 4.13-5, with implementation of the TDM Strategies included in mitigation measure MM TR-1, the Proposed Project is estimated to reduce its VMT impact by 4.1 percent, which would reduce the Proposed Project's VMT impact to a level of less than significant. For TDM measures that require ongoing operational strategies, the TDM plan shall include an ongoing monitoring program to ensure the plan is implemented on an ongoing basis. The Proposed Project would have a less than significant impact with incorporation of mitigation.

4.13.8.2 Threshold TR-3: Hazardous Design Feature

Though the Proposed Project is on a designated truck route and the necessity for physical barriers is not anticipated, the incorporation of mitigation measure MM TR-2 would ensure that physical design features be incorporated as determined through the Truck Traffic Management Plan.



1	Goetz Rd. & Case Rd.	2	Goetz Rd. & Ellis Rd.	3	Goetz Rd. & Driveway 1	4	Goetz Rd. & Cai Ct.	5	Goetz Rd. & Malbert St.
		Future Intersection							

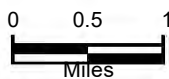
4 = Number of Lanes
D = Divided
U = Undivided
 = Speed Limit (MPH)
 = Traffic Signal
 = Stop Sign
 = Existing Lane

Source: Urban Crossroads Inc. 2024.

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 Freeway
 Expressway (184' ROW)
 Arterial (128' ROW)
 Secondary Arterial (94' ROW)
 Major Collector (78' ROW)
 Collector (66' ROW)
 Railroad
 Bridge
 Water
 City Boundary
 with Future Modifications
 Proposed Interchange
 Site Boundary
 Corridor Study Areas

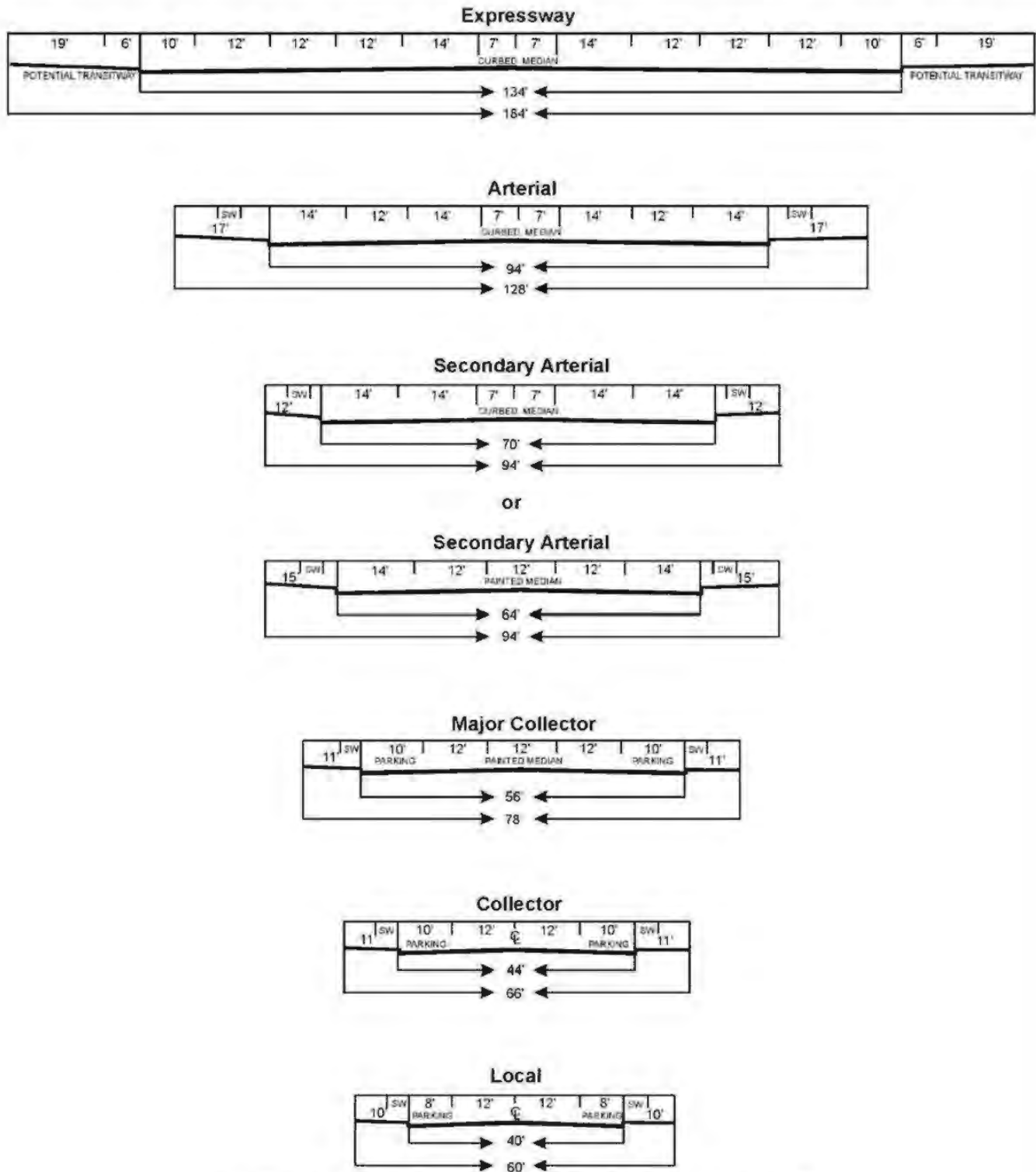
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Perris Airport Logistics Center Project

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Specific details for each cross-section follow in Figures 4.1 A - 4.1 F

Legend

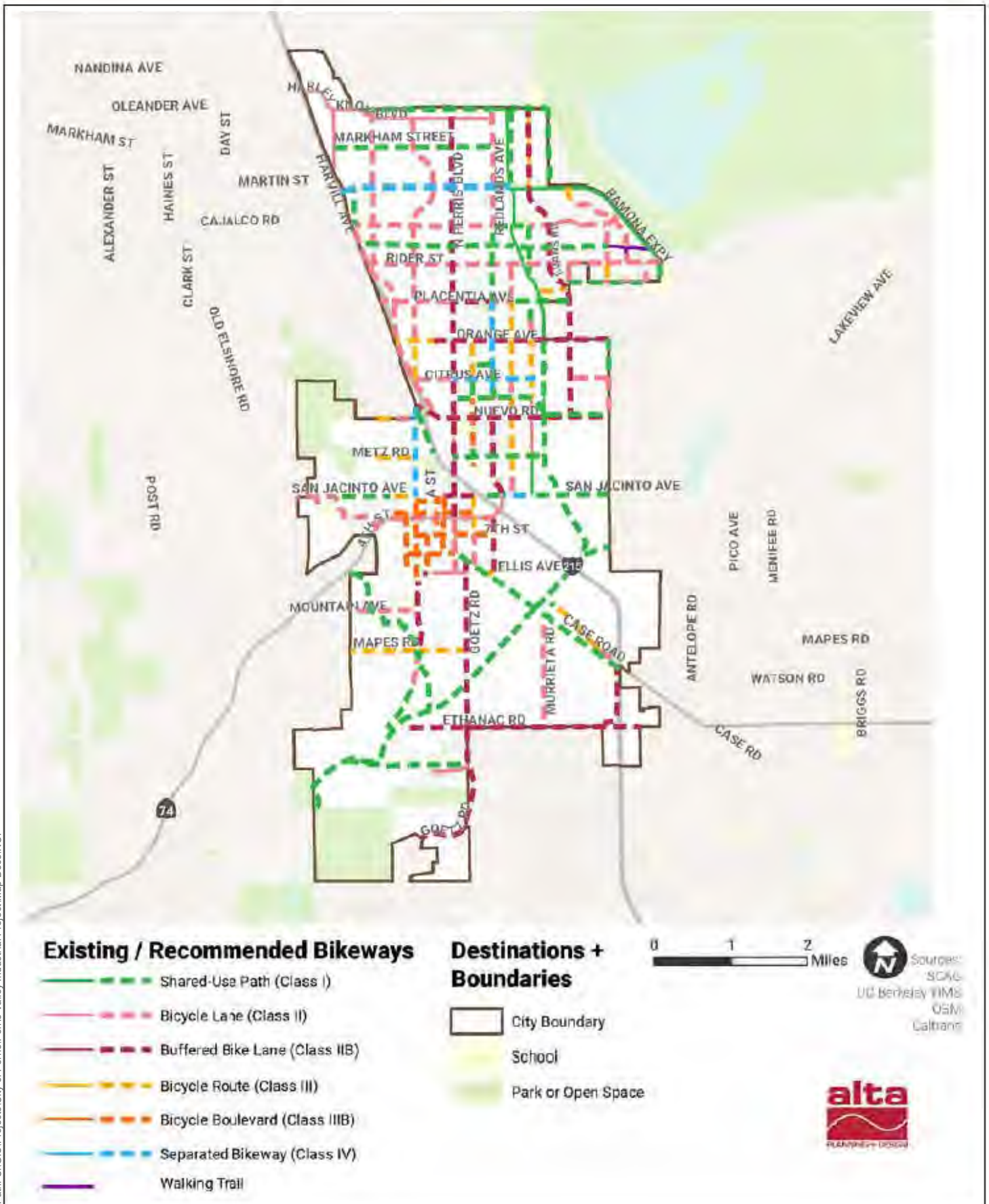
SW	Sidewalk or Trail (at least 4 feet)	CURBED MEDIAN	Landscaped Center Median
PARKING	Parking or Bike Lane		
PAINTED MEDIAN	Center Median and/or Continuous Left Turning Lane		

Source: Urban Crossroads Inc. 2024.

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Figure 4.13-4
City of Perris Truck Routes
Perris Airport Logistics Center Project

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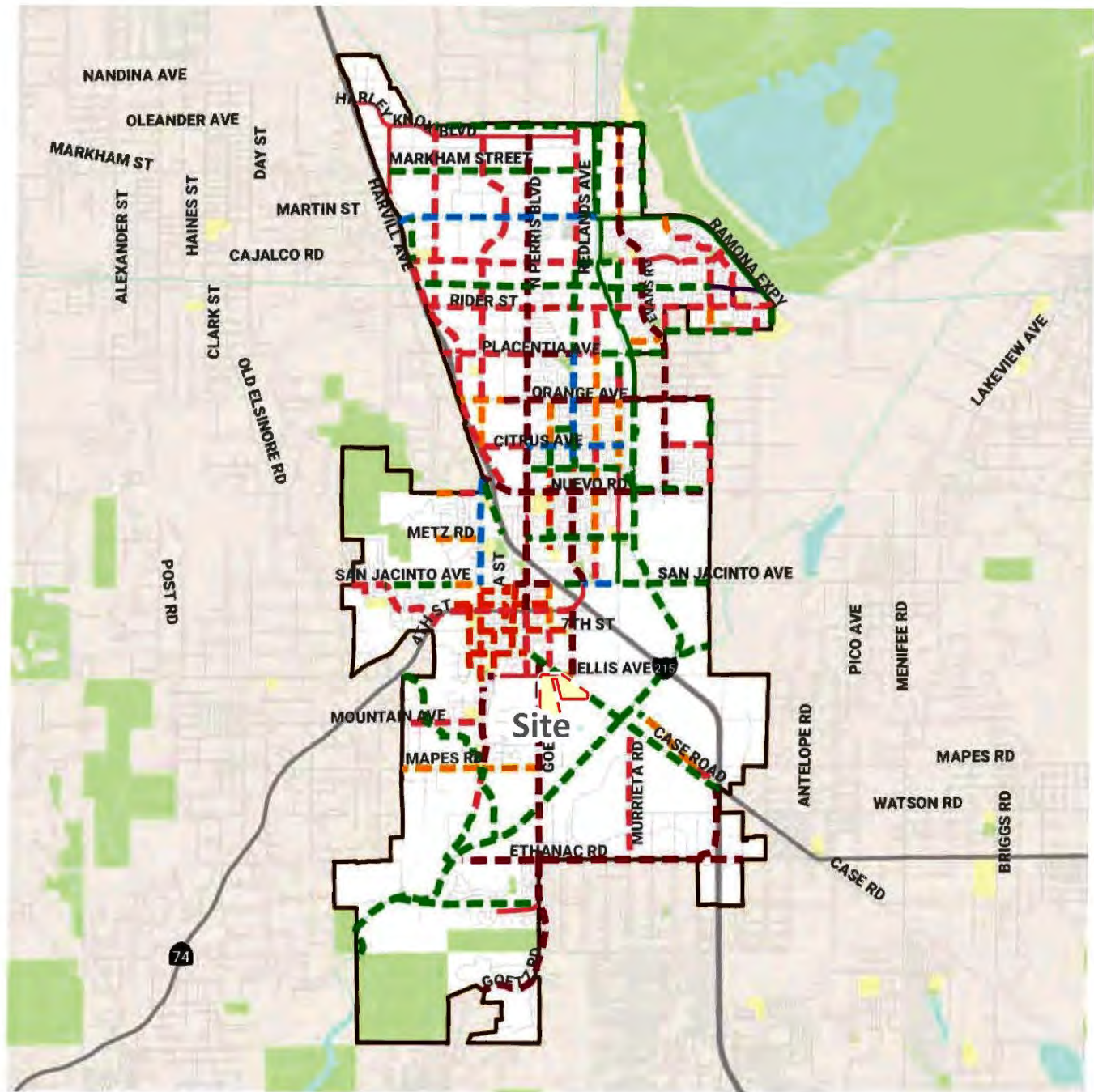


Source: City of Perris, 2022.

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Existing / Recommended Bikeways

- Shared-Use Path (Class I)
- Bicycle Lane (Class II)
- Buffered Bike Lane (Class IIB)
- Bicycle Route (Class III)
- Bicycle Boulevard (Class IIIB)
- Separated Bikeway (Class IV)
- Walking Trail

Destinations + Boundaries

- City Boundary
- School
- Park or Open Space
- Site Boundary

0 1 2 Miles



Sources:
SCAG
UC Berkeley TIMS
OSM
Caltrans



Source: Urban Crossroads Inc. 2024.



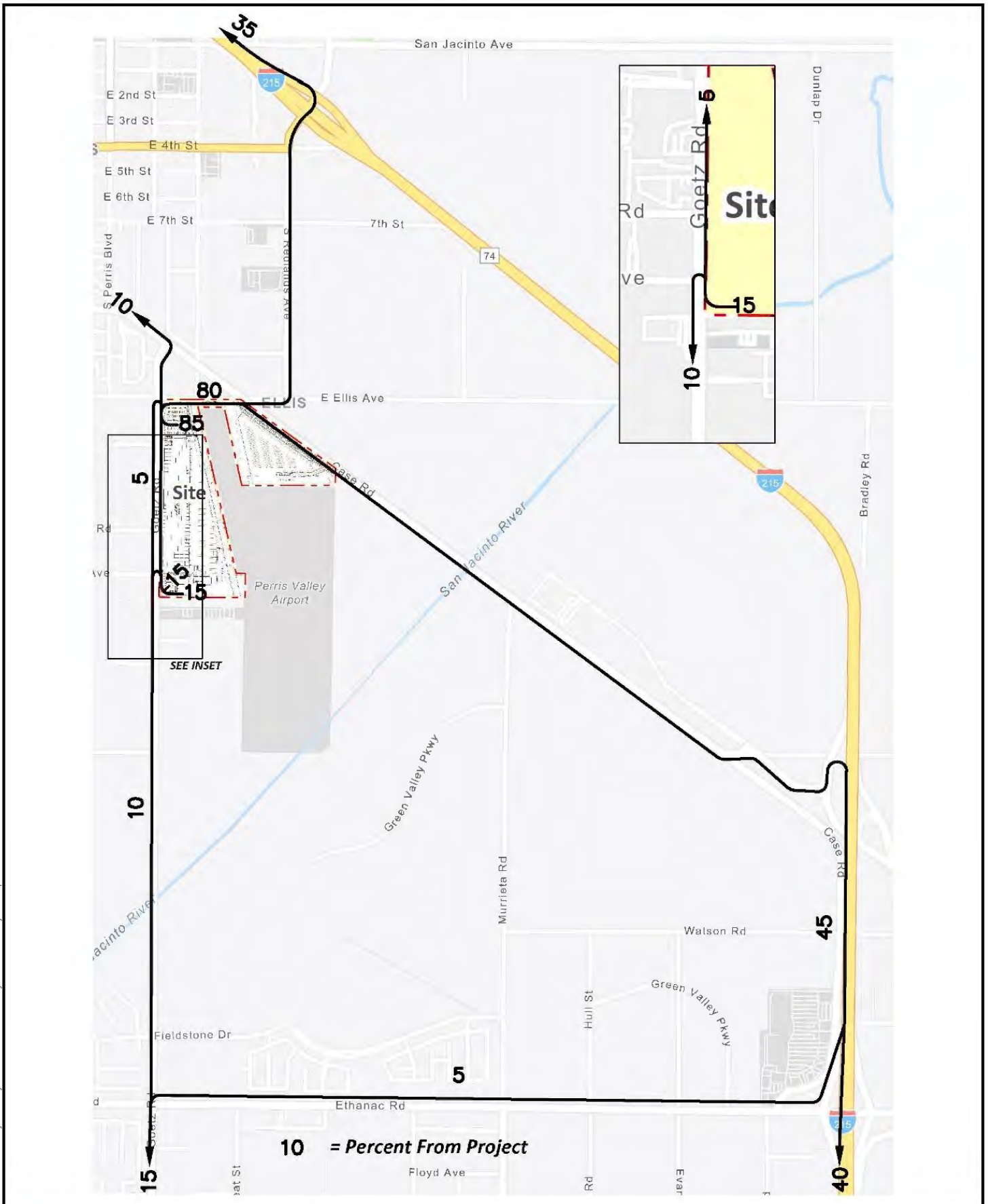
Harris & Associates



0 0.5 1 Miles

Figure 4.13-7
City of Perris Bike Network
Perris Airport Logistics Center Project

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Source: Urban Crossroads Inc. 2024.



Harris & Associates

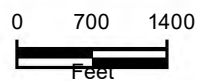
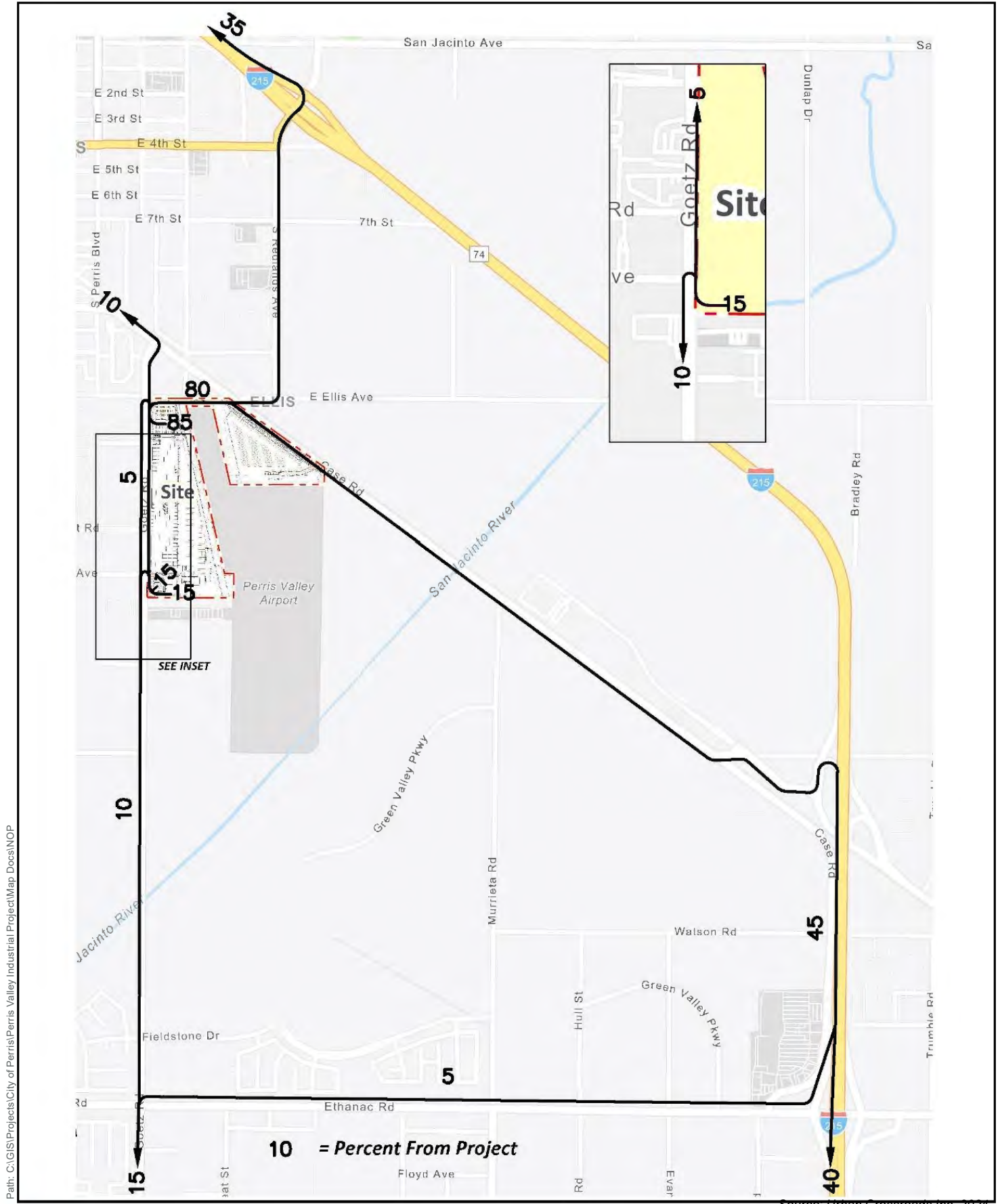


Figure 4.13-8a

Project (Passenger Car) Trip Distribution Outbound – Warehouse

Perris Airport Logistics Center Project

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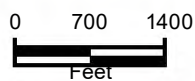
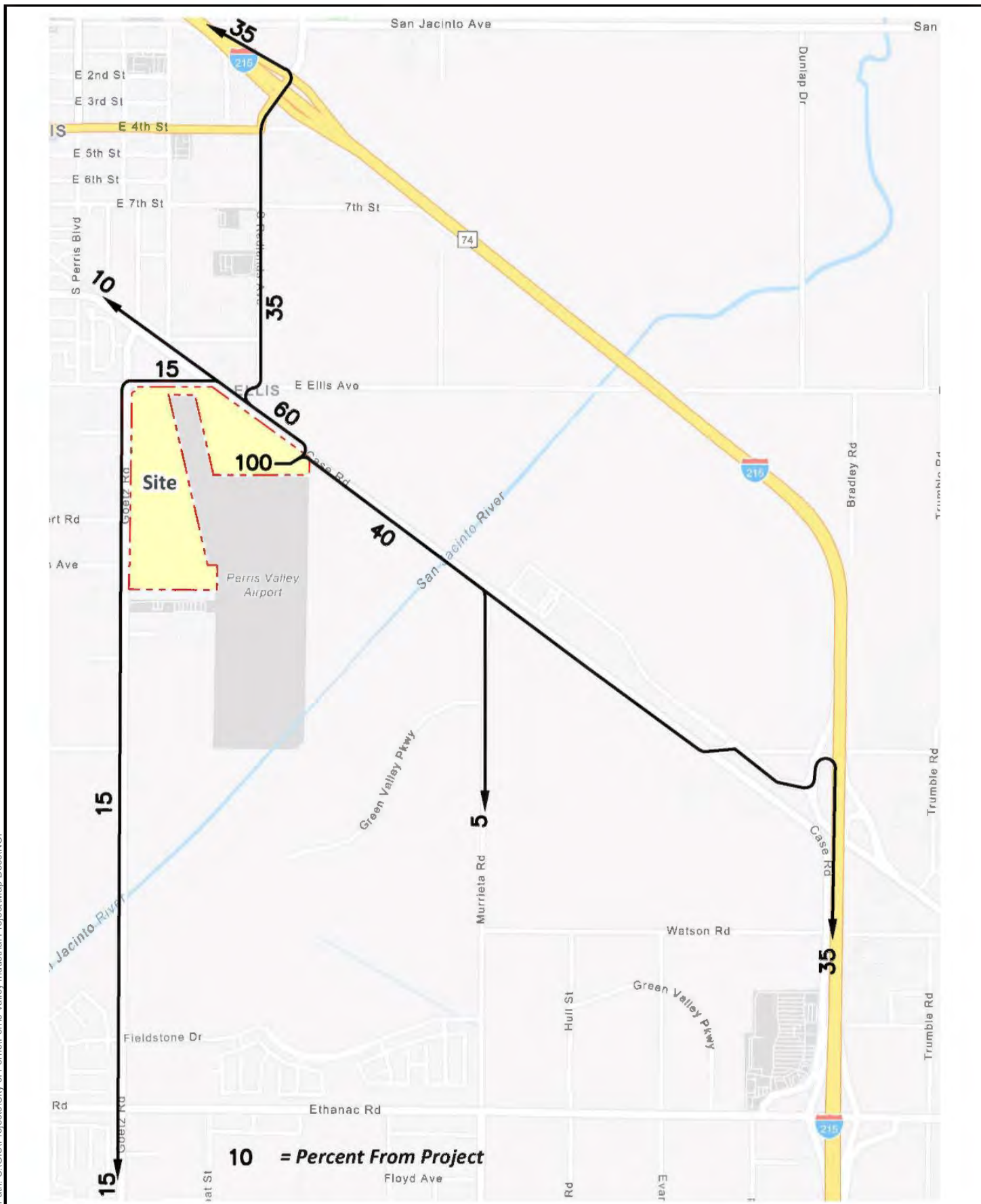


Figure 4.13-8b
Project (Passenger Car) Trip Distribution Inbound – Warehouse

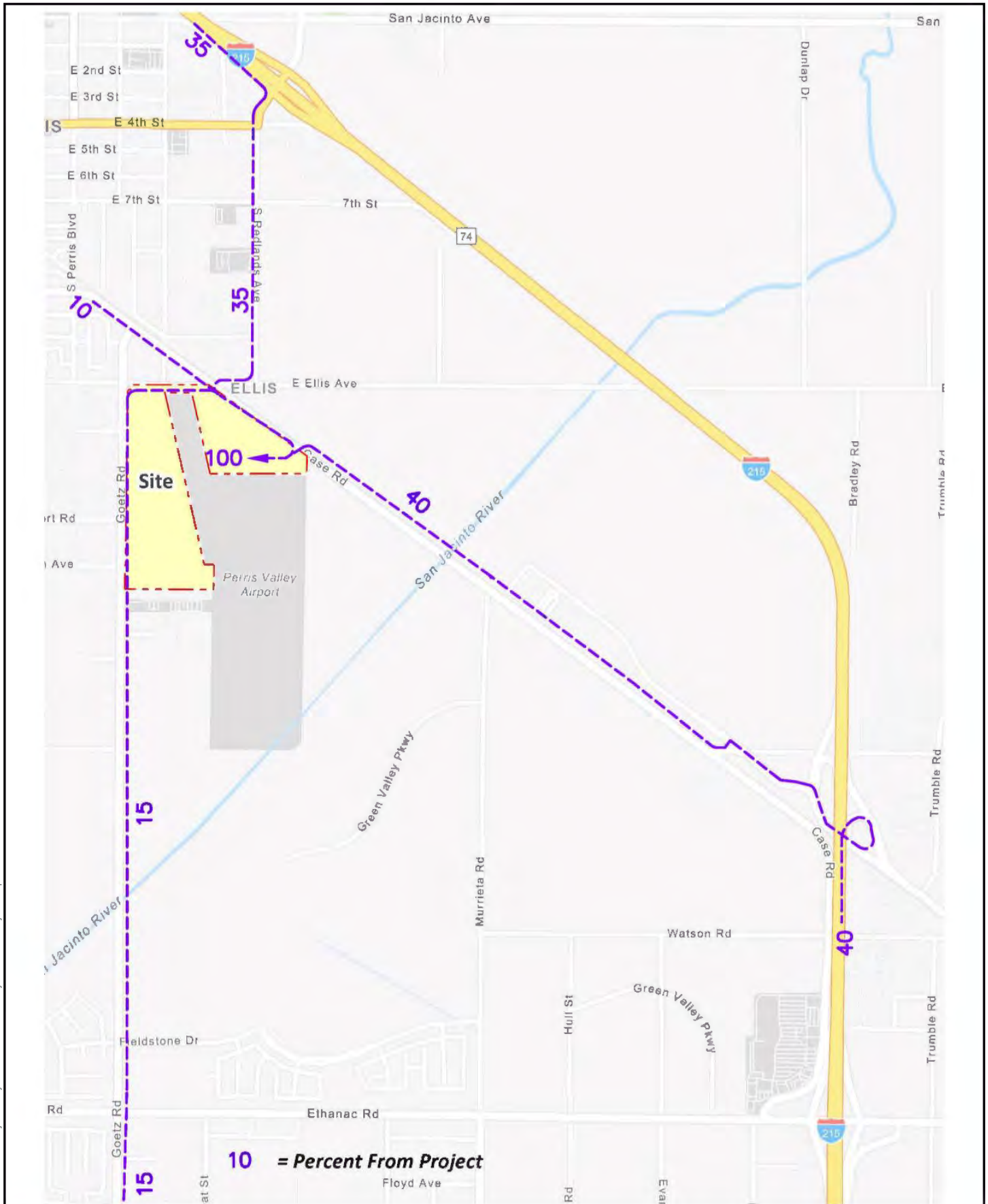
Perris Airport Logistics Center Project

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Source: Urban Crossroads Inc. 2024.

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Harris & Associates

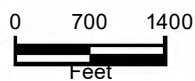
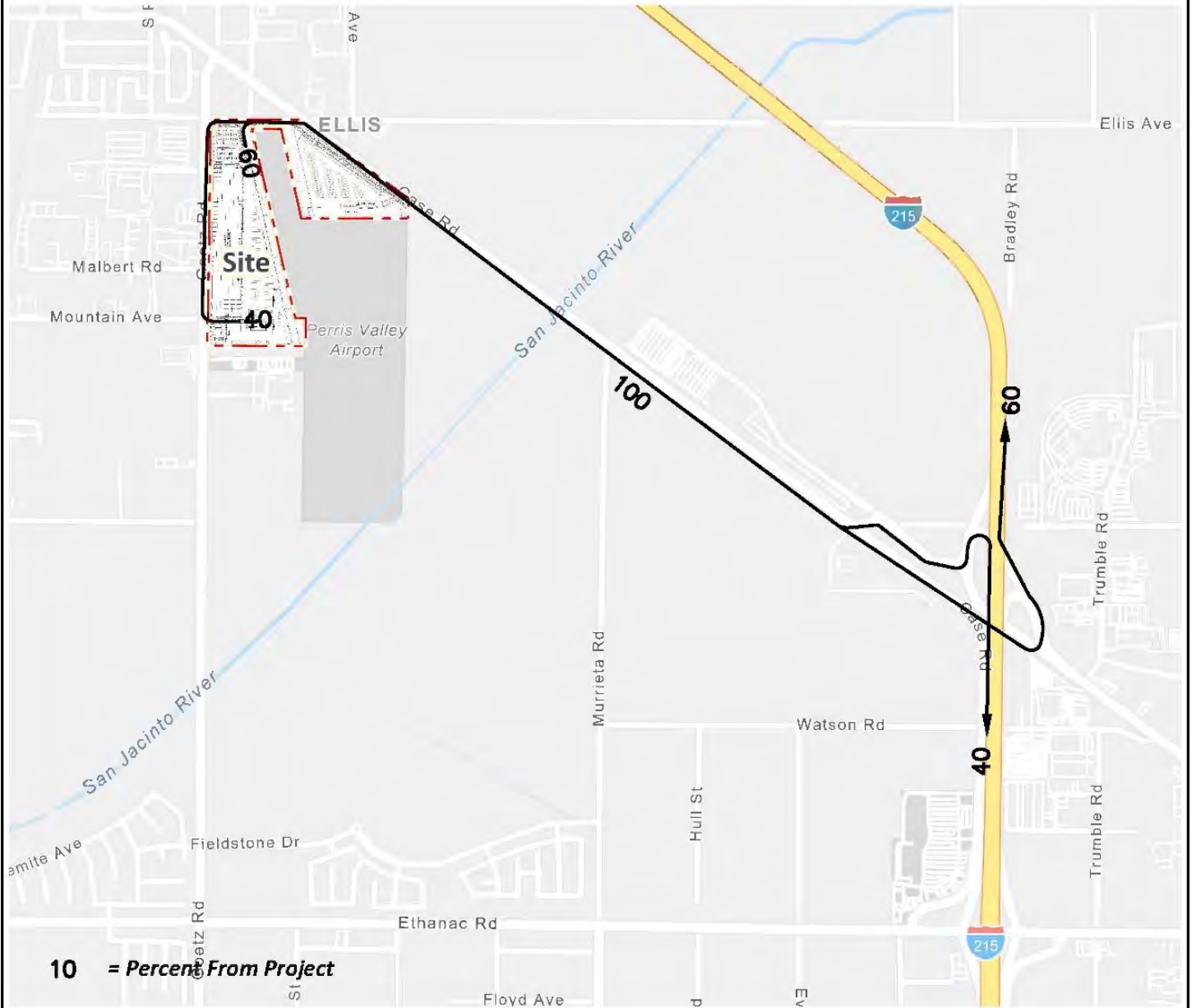


Figure 4.13-9b

Project (Passenger Car) Trip Distribution Inbound– Truck/Trailer Lot

Perris Airport Logistics Center Project

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Source: Urban Crossroads Inc. 2024.



Harris & Associates



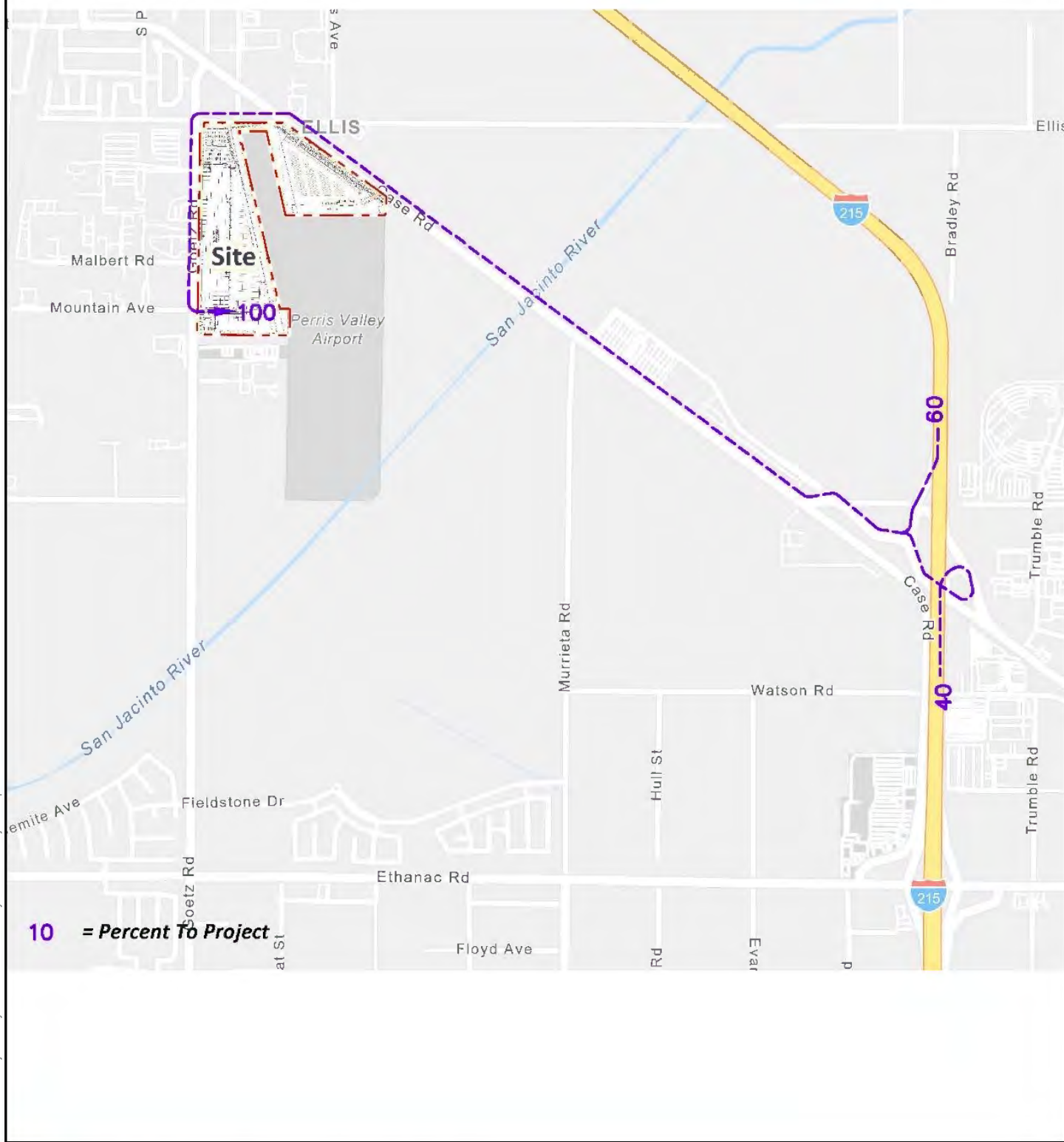
Figure 4.13-10a

Project (Truck) Trip Distribution Outbound - Warehouse

Perris Airport Logistics Center Project

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Source: Urban Crossroads Inc. 2024.



Harris & Associates

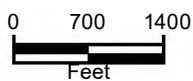
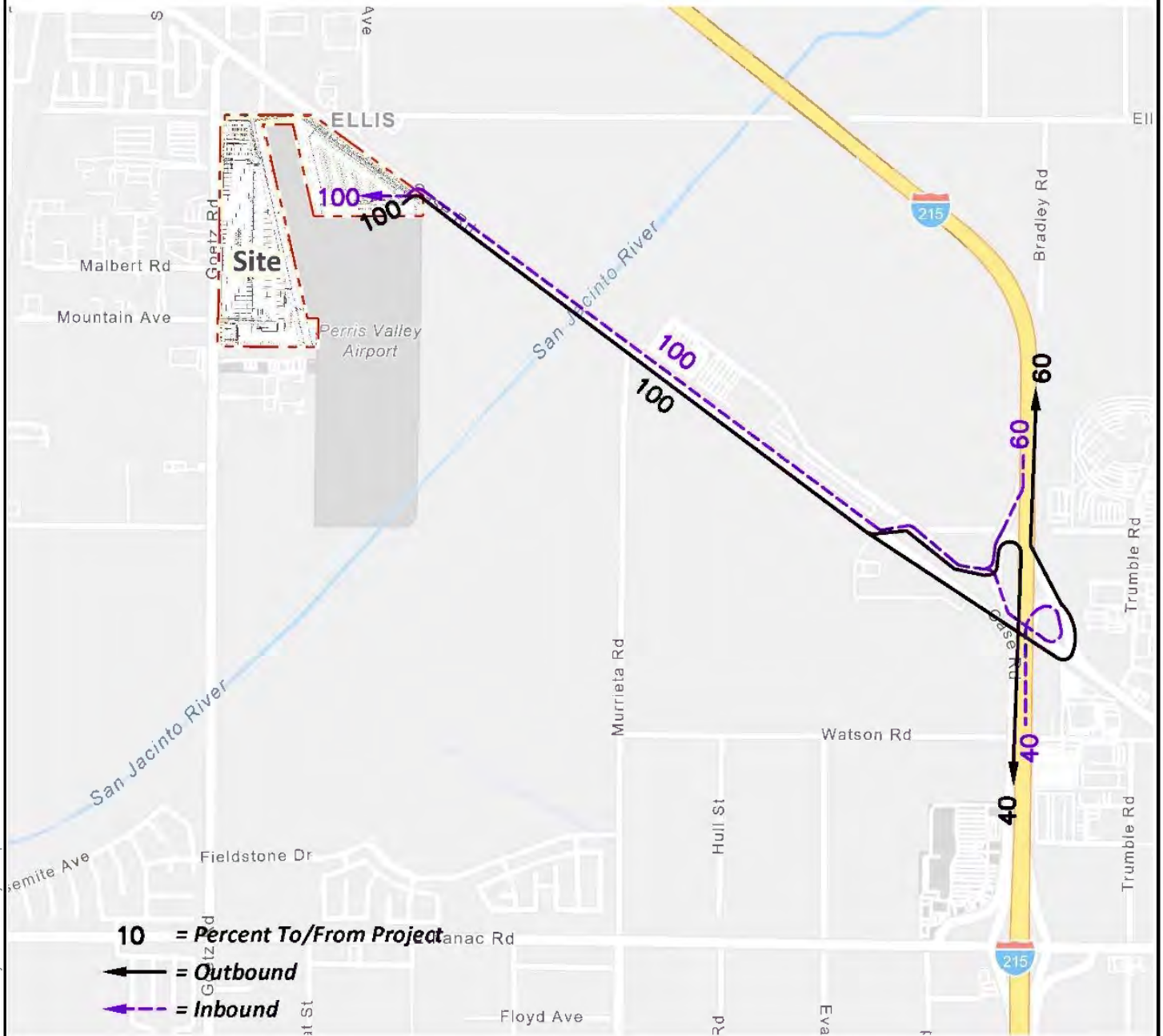


Figure 4.13-10b

Project (Truck) Trip Distribution Inbound – Warehouse

Perris Airport Logistics Center Project

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Source: Urban Crossroads Inc. 2024.



Harris & Associates

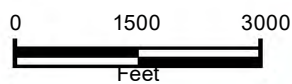
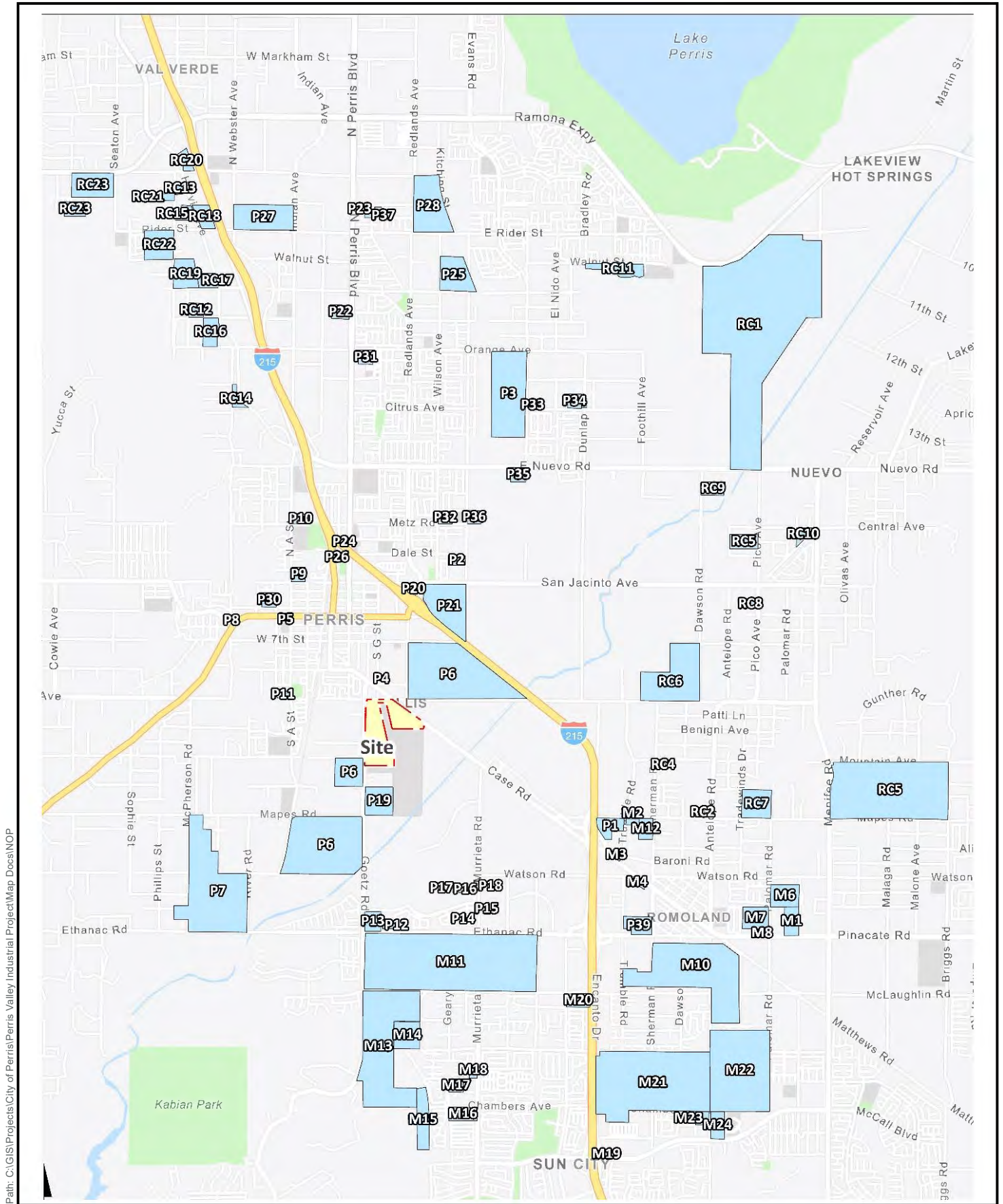


Figure 4.13-11

Project (Truck) Trip Distribution – Truck/Trailer Lot

Perris Airport Logistics Center Project

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Harris & Associates

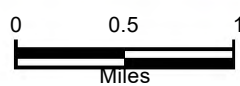


Figure 4.13-12

Cumulative Development Location Map

Perris Airport Logistics Center Project

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4.14 Tribal Cultural Resources

This section evaluates the potential impacts on Tribal Cultural Resources resulting from implementation of the Perris Airport Logistics Center Project (Proposed Project) and identifies known and potential Tribal Cultural Resources on the Project Site.

4.14.1 Environmental Setting

The following sections describe the history of the Project Site and discuss known Tribal Cultural Resources in or around the Proposed Project's area of potential effect.

4.14.1.1 Regulatory Setting

The treatment of cultural resources is governed by federal and state laws and guidelines. There are specific criteria for determining if prehistoric and historic sites or objects are significant or protected by law. Federal and state significance criteria generally focus on the resource's integrity and uniqueness, its relationship to similar resources, and its potential to contribute important information to scholarly research. Some resources that do not meet federal significance criteria may be considered significant under state criteria. The laws and regulations seek to mitigate impacts to significant prehistoric or historic resources. The federal and state laws and guidelines for protecting historical resources are summarized below.

Federal

National Historic Preservation Act (U.S. Code, Title 54, Section 300101 et seq.)

The National Historic Preservation Act of 1966 established the National Register of Historic Places as the official federal list of cultural resources that have been nominated by state offices for their historical significance at the local, state, or national level. Listing in the National Register of Historic Places provides recognition that a property is significant to the nation, the state, or the community and assumes that federal agencies consider historical value in the planning for federal and federally assisted projects. Properties listed in the National Register of Historic Places or determined eligible for listing must meet certain criteria for historical significance and possess integrity of form, location, and setting. Structures and features must usually be at least 50 years old to be considered for listing in the National Register of Historic Places, barring exceptional circumstances. Criteria for listing in the National Register of Historic Places, which are set forth in Code of Federal Regulations, Title 36, Part 60.4, are the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:

- A. Are associated with events that have made a significant contribution to the broad patterns of our history; or

- B. Are associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

Eligible properties must meet at least one of the criteria and exhibit integrity, which is measured by the degree to which the resource retains its historic properties and conveys its historic character, the degree to which the original fabric has been retained, and the reversibility of changes to the property. The fourth criterion is typically reserved for archaeological and paleontological resources. These criteria have largely been incorporated into the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines).

Native American Graves Protection and Repatriation Act (U.S. Code, Title 25, Section 3001 et seq.)

The Native American Graves Protection and Repatriation Act is a federal law passed in 1990. The Native American Graves Protection and Repatriation Act provides a process for museums and federal agencies to return certain Native American cultural items—human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants and culturally affiliated Native American Tribes and Native Hawaiian organizations. The Native American Graves Protection and Repatriation Act includes provisions for unclaimed and culturally unidentifiable Native American cultural items, intentional and inadvertent discovery of Native American cultural items on federal and Tribal lands, and penalties for noncompliance and illegal trafficking. Implementation of the Proposed Project would be conducted in compliance with the Native American Graves Protection and Repatriation Act.

Federal curation regulations are also provided in Title 36, Part 79, of the Code of Federal Regulations and apply to collections that are excavated or removed under the authority of the Antiquities Act (16 USC 431–433), the Reservoir Salvage Act (16 USC 469–469c), Section 110 of the National Historic Preservation Act (16 USC 470h-2), or the Archaeological Resources Protection Act (16 USC 470aa–mm). Such collections generally include those that are the result of a prehistoric or historical resources survey, excavation, or other study conducted in connection with a federal action, assistance, license, or permit.

State

Assembly Bill 52: Native Americans: California Environmental Quality Act

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California Native American Tribes as part of the California Environmental Quality Act (CEQA) and equates significant impacts on Tribal Cultural Resources with significant

environmental impacts (California Public Resources Code, Section 21084.2). California Public Resources Code, Section 21074, defines Tribal Cultural Resources as follows:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - a. Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1.

Sacred places can include Native American sanctified cemeteries, places of worship, religious or ceremonial sites, and sacred shrines. In addition, both unique and non-unique archaeological resources, as defined in California Public Resources Code, Section 21083.2, can be Tribal Cultural Resources if they meet the criteria detailed above. The lead agency relies on substantial evidence to make the determination that a resource qualifies as a Tribal Cultural Resource when it is not already listed in the California Register of Historical Resources or a local register.

AB 52 defines a “California Native American Tribe” as a Native American Tribe in California that is on the contact list maintained by the Native American Heritage Commission (NAHC) (California Public Resources Code, Section 21073). Under AB 52, formal consultation with Tribes is required before determining the level of environmental document if a Tribe has requested to be informed by the lead agency of proposed projects and if the Tribe, upon receiving notice of the Proposed Project, accepts the opportunity to consult within 30 days of receipt of the notice. AB 52 also requires that consultation, if initiated, address project alternatives and mitigation measures for significant effects if specifically requested by the Tribe. AB 52 states that consultation is considered concluded when the parties agree to measures to mitigate or avoid a significant effect on Tribal Cultural Resources or when either the Tribe or the lead agency concludes that mutual agreement cannot be reached after making a reasonable, good-faith effort. Under AB 52, any mitigation measures recommended by the lead agency or agreed on with the Tribe may be included in the final environmental document and in the adopted Mitigation Monitoring and Reporting Program if the mitigation measures were determined to avoid or lessen a significant impact on a Tribal Cultural Resource.

If the recommended measures are not included in the final environmental document, then the lead agency must consider the four mitigation methods described in California Public Resources Code, Section 21084.3(e). Any information submitted by a Tribe during the consultation process is considered confidential and is not subject to public review or disclosure. It will be published in a

confidential appendix to the environmental document unless the Tribe consents to disclosure of all or some of the information to the public.

Assembly Bill 978: California Native American Graves Protection and Repatriation Act

The California Native American Graves Protection and Repatriation Act, enacted in 2001, required the state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. California Native American Graves Protection and Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate Tribes.

California Government Code, Sections 6254(r) and 6254.10

Sections 6254(r) and 6254.10 of the California Government Code were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to “Native American graves, cemeteries, and sacred places maintained by the Native American Heritage Commission.” Section 6254.10 specifically exempts from disclosure requests for “records that relate to archaeological site information and reports, maintained by, or in the possession of the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the Native American Heritage Commission, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a Native American tribe and a state or local agency.”

California Health and Safety Code, Section 7050.5, and California Public Resources Code, Section 5097.9

California Health and Safety Code, Section 7050.5, addresses the protection of human remains discovered in any location other than a dedicated cemetery and makes it a misdemeanor for any person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law, except as provided in California Public Resources Code, Section 5097.99. It further states that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains will occur until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to the provisions concerning investigation of the circumstances, manner, and cause of any death and that the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to their authorized representative, in the manner provided in California Public Resources Code, Section 5097.98. If the county coroner determines that the remains are not subject to their authority and if the county coroner recognizes the human remains

to be those of a Native American or has reason to believe that they are those of a Native American, they shall contact, by telephone and within 24 hours, the NAHC. Whenever the NAHC receives notification of a discovery of Native American human remains from the county coroner, the agency shall immediately notify the most likely descendants if it believes them to be the most likely descendants of the deceased Native American. The most likely descendants may inspect the site of the discovery and make recommendations on the removal or reburial of the remains.

California Register of Historical Resources

The California Register of Historical Resources is a state government program for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The California Register of Historical Resources is the authoritative guide to the state's significant historical and archaeological resources and encourages public recognition and protection of resources of architectural, historic, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA.

The term "historical resource" includes but is not limited to any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California (California Public Resources Code, Section 5020.1[j]). Historical resources may be designated as such through three different processes:

- Official designation or recognition by a local government pursuant to local ordinance or resolution (California Public Resources Code, Section 5020.1[k])
- A local survey conducted pursuant to California Public Resources Code, Section 5024.1(g)
- Listing in or eligibility for listing in the National Register of Historic Places (California Public Resources Code, Section 5024.1[d][1])

To be eligible for listing in the California Register of Historical Resources, a building must satisfy at least one of the following four criteria:

- **Criterion 1.** It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
- **Criterion 2.** It is associated with the lives of persons important to local, California, or national history.
- **Criterion 3.** It embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values.
- **Criterion 4.** It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Native American Historic Cultural Sites (California Public Resources Code, Section 5097 et. seq.)

State law addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the NAHC to resolve disputes regarding the disposition of such remains. In addition, the Native American Historic Resource Protection Act makes it a misdemeanor punishable by up to 1 year in jail to deface or destroy a Native American historic or cultural site that is listed or may be eligible for listing in the California Register of Historical Resources.

Senate Bill 18: Traditional Tribal Cultural Places

As of March 1, 2005, Senate Bill 18 (California Government Code, Sections 65352.3 and 65352.4) requires that, before the adoption or amendment of a General Plan proposed on or after March 1, 2005, a city or county must consult with Native American Tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects within that jurisdiction. The consultation intends to establish a meaningful dialogue regarding potential means to preserve Native American places of importance. It allows for Tribes to hold conservation easements and for Tribal Cultural Places to be included in open space planning.

Local

City of Perris General Plan

The following Goal, Policy, and Implementation Measures from the Conservation Element of the City of Perris General Plan (City of Perris 2008) are in place to protect cultural resources, including Tribal Cultural Resources.

- **Goal IV – Cultural Resources:** Protection of historical, archaeological, and paleontological sites.
 - **Policy IV.A:** Comply with state and federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.

Implementation Measures

- **IV.A.1:** For all private and public projects involving new construction, substantial grading, or demolition, including infrastructure and other public service facilities, staff shall require appropriate surveys and necessary site investigations in conjunction with the earliest environmental document prepared for a project.
- **IV.A.2:** For all projects subject to CEQA, applicants will be required to submit results of an archaeological records search request through the Eastern Information Center, at the University of California, Riverside.

- **IV.A.3:** Require Phase I Surveys for all projects located in areas that have not previously been surveyed for archaeological or historic resources, or which lie near areas where archaeological and/or historic sites have been recorded.
- **IV.A.5:** Identify and collect previous surveys of cultural resources. Evaluate such resource and consider preparation of a comprehensive citywide inventory of cultural resources including both prehistoric sites and man-made resources.
- **IV.A.6:** Create an archive for the City wherein all surveys, collections, records and reports can be centrally located.
- **IV.A.7:** Strengthen efforts and coordinate the management of cultural resources with other agencies and private organizations.

4.14.1.2 Existing Conditions

The following sections describe the history of the Project Site and discuss known Tribal Cultural Resources in or around the Project's Area.

Prehistory

The earliest scientifically accepted sites discovered in the Riverside area date back to a time period archaeologists refer to as the Paleoindian Period. At the time, much of what is now Riverside County showed site type and continuity with other areas of Southern California and it is thought that the small population size and high group mobility indicated a cultural and genetic continuity throughout much of the Southern California landscape. While currently known Paleoindian Sites in Riverside County date back to approximately 8 millennia before present (BP), technically the term Paleoindian refers to any site prior to 7500 BP in the region so any older finds within the County discovered at a later time would also automatically be within the County's Paleoindian Period.

This broader Southern California Paleoindian tradition included a presumed focus on mobile groups hunting large game with finely crafted stone tools in inland groups and some amount of reliance on maritime resources for many coastal groups. Counterintuitively, many early Paleoindian flaked lithics appear more finely worked and requiring more complex flaking skill than their lithic counterparts in later periods. The Paleoindian saw a lithic tradition that included "finely worked blades, spear points, choppers, and scrapers out of fine-grained volcanics" (Carrico 1977). In addition, leaf-shaped knives, foliate to ovoid bifaces, foliate to short-bladed shoulder points, crescents, engraving tools, core hammers, pebble hammers, and cores were part of the tool assemblage. While portable groundstone during the period was rare and Bedrock Milling Features are completely absent in this period, other stone artifacts occur in the region including the still-mysterious crescents of ancient California. Ceramics are completely absent from the archaeological record during this period and burials are usually flexed inhumations.

Much is still left to be learned about the Paleoindian Period, especially the early portion of it. Human populations in Southern California are estimated to be quite small during this time and the temporal distance between the present day and the Paleoindian Period indicate many of those archaeological resources have already been forever lost to time. As such, Paleoindian sites represent a tiny fraction of overall prehistoric sites in the area.

These periods are summarized in Section 4.4 of this EIR, and further described in the Cultural and Resources Survey Letter Report included in Appendix D; the ethnohistoric periods, which are particularly relevant to Tribal Cultural Resources are summarized below.

Ethnohistory

The Ethnohistoric Period begins with the first permanent European settlements. For Riverside County, there are at least six Native American groups living in the area during the Ethnohistoric Period. These groups include the Cahuilla, Gabrieleño, Serrano, Luiseño, Chemehuevi, and Mojave Tribes (the Mojave being the only Yuman speaking group among the otherwise Shoshonean-speaking groups).

The Luiseño and Gabrieleño occupied the western end of what is now Riverside County, with the Luiseño occupying the southwestern ends of the County and the Gabrieleño occupying the northwest areas. Both groups extending west beyond present day Riverside County and to the coast. The Cahuilla and Serrano occupied the central areas of the County, with the Cahuilla occupying the southern portion of the County, and the Serrano the northern portion. The Chemehuevi, the southernmost of the Paiute groups, occupied what is now the northeastern areas of the County while the farthest eastern stretches of the present-day County were occupied by the westernmost branches of the Mojave Peoples.

When not prevented from doing so by Europeans or their diseases, native groups in the Ethnohistoric Period carried on their lifeways from the Late Prehistoric Period, including a heavy reliance on traditional food acquisition including acorns, mesquite beans (in the lower desert settings), native grasses, and wild game such as birds, deer, rabbit, and rodents. Similar to the Late Prehistoric, Native settlements in the Ethnohistoric Period usually centered around permanent water sources and some form of food resource, be that oak trees, lake and river aquatic resources, or a concentration of other local foodstuffs.

History

The history of the Project Site, as well as that of the City of Perris and Riverside County, are discussed further in Section 4.4 of this EIR.

Tribal Cultural Resources

As previously discussed in Section 4.4 of this EIR, Harris & Associates staff conducted a records search of the surrounding area using the California Historic Resources Inventory System (CHRIS) (Confidential Appendix B, CHRIS Background Data, of the Cultural Resources Survey Letter Report). Eleven studies (Table 4.4-1 in Section 4.4, Cultural Resources, of this EIR) have been conducted within a 0.25-mile radius, and two sites (Table 4.4-2 in Section 4.4 of this EIR) were previously recorded. Of the previously recorded sites, one is prehistoric (CA-RIV-000805/P-33-000805), and one is historic (CA-RIV-8196/P-33-015743). None of these resources are located within the Project Site.

Harris & Associates requested a records search of the Sacred Lands Files from the NAHC. The NAHC response was positive and recommended that the list of Tribes provided be contacted for more information. All Tribal bands on the list were contacted and requested to provide any relevant information regarding Sacred Sites that may be present on site (Cultural Resources Survey Report Confidential Appendix C). To date, three tribes (Aqua Caliente Band of Cahuilla Indians, Quechan Tribe of the Fort Yuma Reservation, and Rincon Band of Luiseño Indians) have responded. The Agua Caliente Band responded by identifying three sites that are less than one mile from the Proposed Project Site and stating that survey site records are available with site specifics. The Quechan Tribe responded that the Historic Preservation Office does not wish to comment on the Proposed Project and would defer to local Tribes and support their determinations. The Rincon Band responded that they have received the Proposed Project information letter and that they will review and respond. To date, no additional responses have been received.

The City of Perris provided a notification of the Proposed Project on June 7, 2022 to the Tribes that have requested such notice, as required by AB 52. Two tribes responded; the Agua Caliente Band of Cahuilla Indians (Agua Caliente) and the Pechanga Band of Indians (Pechanga). The results of this Native American outreach/consultation did not reveal the presence of any Tribal Cultural Resources on the Project Site; however, Tribes did indicate the potential for Tribal Cultural Resources to be encountered during excavation activities as the Proposed Project is proximate to culturally sensitive areas and therefore requested cultural monitors be present during ground-disturbing activities.

As further discussed in Section 4.4, Cultural Resources, of this EIR, Harris & Associates conducted pedestrian surveys of the Project Site on April 29, 2022, and January 27, 2023. No Tribal Cultural Resources (or any other resources) were discovered during the survey (Harris & Associates 2023).

4.14.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact on Tribal Cultural Resources if it would:

- **Threshold 1:** Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
 - 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.

4.14.3 Regulatory Implementation

RI CUL-1 In the event that human remains (or remains that may be human) are discovered at the Project Site or within the off-site project improvement areas during ground-disturbing activities, the construction contractors, project archaeologist, and/or designated Native American tribal representative shall immediately stop all activities within 100 feet of the find. Work outside of the 100-foot radius may continue. The Property Owner/Project Proponent/Developer 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 shall notify the Native American Heritage Commission (NAHC), which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Native American tribal representative(s) at the site, the NAHC’s identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Property Owner 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 Property Owner 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 5097.98I 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 South Coastal Information Center.

4.14.4 Environmental Impacts

The following sections address various potential impacts relating to Tribal Cultural Resources that could result from implementation of the Proposed Project.

4.14.4.1 Threshold TCR-1: Tribal Cultural Resources

Impact Analysis

As previously discussed in Section 4.4, Cultural Resources, of this EIR, Harris & Associates staff conducted a records search of the surrounding area using the California Historic Resources Inventory System. No resources were identified within the Project Site.

The City requires consultants completing cultural resources studies to contact NAHC for a Sacred Lands File search. A records search of the Sacred Lands Files from the NAHC was requested by Harris & Associates and came back positive. The NAHC stated that the Pechanga Band of Indians should be contacted for information and provided contact information for the Tribal Chairperson and the Cultural Resources Coordinator. The City of Perris provided a notification of the Proposed Project to Tribes that have requested such notice, as required by AB 52, and entered into consultation with Tribes that requested consultation. In total, two Tribes requested consultation. A timeline of AB 52 consultation activities is included below:

- On June 7, 2022, the City commenced AB 52 Tribal Consultation with the Soboba Band of Luiseño Indians, Rincon Band of Mission Indians, Pechanga Band of Mission Indians, Morongo Band of Mission Indians, Agua Caliente Indians.
- On July 7, 2022, the City received a letter from Agua Caliente Band of Cahuilla Indians. They requested a cultural resources inventory, a copy of the records search, and the cultural report.
- On August 1, 2022, the City received a letter from Agua Caliente Band of Cahuilla Indians. The Tribe indicated that the Project Site is not located within the boundaries of their reservation. They did identify that the Project Site is within the Tribe's Traditional Use Area and for this reason requested formal consultation pursuant to AB 52.
- On July 15, 2022, the City received a letter from Pechanga Band of Indians. The Tribe identified the Project Site as a part of Luiseño territory and therefore a culturally sensitive area and for this reason requested formal consultation pursuant to AB 52.

- November 9, 2023, the City received a letter from the Agua Caliente Band of Cahuilla Indians indicating that the Project Site is within proximity to several archaeological sites from the southeast and requesting mitigation and a copy of the EIR.

It should be noted that most of the written and oral communication between the Native American Tribes and the City of Perris is considered confidential in respect to places that have traditional Tribal cultural significance (OPR 2017), and although relied upon in part to inform the preparation of this EIR section, those communications are treated as confidential and are not available for public review.

As discussed above, Tribal notification pursuant to AB 52 was initiated on June 7, 2022, by the City of Perris. Two Tribes responded (Agua Caliente Band of Cahuilla Indians [Agua Caliente] and Pechanga Band of Indians [Pechanga]).

Agua Caliente initially requested a copy of the cultural study, including the records search, but consultation was not requested at that time. A follow-up letter from Agua Caliente requested consultation. The City provided a copy of the cultural report to Agua Caliente on May 22, 2023, and January 17, 2024. The City followed up on January 17, 2024, inquiring whether they would like to consult.

Pechanga responded requesting consultation; however, the response was submitted on July 15, 2022, which was after the deadline (July 7, 2022). The City conducted consultation with Pechanga on August 17, 2022. Pechanga identified that there is a high probability for the presence of resources since Veterans Industrial Park 215 Project and the Perris Valley Channel Lateral B, Stage 4 Project identified resources. They requested a follow-up consultation. City staff provided the CEQA status and cultural report status at the consultation. The City provided a copy of the cultural report to Pechanga on May 22, 2023, and January 17, 2024. The City followed up on January 17, 2024, inquiring whether they would like to consult further. At present, no further comments have been received from Tribes. Currently, the City of Perris is conducting consultations to meet the requirements of AB 52.

In summary, the City provided information to the Tribes, as requested, including the technical reports prepared (including the Cultural Resources Survey Letter provided in Appendix D of this EIR and the confidential appendix available at the City), Proposed Project plans, and proposed mitigation measures.

As previously discussed, no cultural resources, including Tribal Cultural Resources, were observed during the field survey. However, given the Tribes' responses, the Proposed Project has the potential to impact Tribal Cultural Resources during ground-disturbing activities. Mitigation measure MM CUL-1 (stated below and in Section 4.4.7), requires that an archaeological monitor and a Tribal representative be present during ground-disturbing activities and identifies steps that would be taken if any artifacts of Native American origin are discovered to ensure potential impacts to Tribal Cultural

Resources are less than significant. With implementation of mitigation measure MM CUL-1, potential impacts to Tribal Cultural Resources would be less than significant.

Significance of Impact

Potentially significant without mitigation.

4.14.5 Cumulative Impacts

The following sections address various potential cumulative impacts relating to Tribal Cultural Resources that could result from implementation of the Proposed Project.

4.14.5.1 Cumulative Threshold TCR-1: Tribal Cultural Resources

This cumulative impact analysis considers development of the Proposed Project in conjunction with other development projects and planned development in the City have a potential for uncovering Tribal Cultural Resources. As noted previously, Harris & Associates requested a Sacred Lands File search from the NAHC, which came back positive. The City of Perris conducted Native American consultation with potentially culturally affiliated Tribes, as required by AB 52. As a result of this consultation effort, Tribes did indicate a concern over potential impacts to subsurface resources due to the Proposed Project's proximity to culturally sensitive areas. Other cumulative developments within the region also would have the potential to result in impacts to subsurface Tribal Cultural Resources. Therefore, the Proposed Project's potential impacts to subsurface Tribal Cultural Resources could represent a cumulatively considerable contribution to a significant cumulative impact, prior to mitigation. With implementation of mitigation measure MM CUL-1 and Regulatory Implementation condition RI CUL-1, potential impact to Tribal Cultural Resources would be less than significant. Each development proposal received by the City undergoes environmental review and would be subject to the same resource protection requirements as the Proposed Project. Neither the Proposed Project nor other cumulative developments are expected to result in significant impacts to Tribal Cultural Resources provided site-specific surveys are conducted and required measures to protect the Tribal Cultural Resources are implemented. As such, the Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact to Tribal Cultural Resources.

4.14.6 Level of Significance Before Mitigation

4.14.6.1 Threshold TCR-1: Tribal Cultural Resources

The Proposed Project could cause a substantial adverse change in the significance of a Tribal Cultural Resource.

4.14.7 Mitigation Measures

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

The Project archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The Project 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 within a 50-foot radius of the find to allow time for the recording and removal of the resources. Work may continue outside the 50-foot radius.

The Property Owner/Project Proponent/Developer shall also enter into an agreement with either the Soboba Band of Luiseño Indians, the Pechanga Band of Indians, or the Agua Caliente Band of Cahuilla Indians for a Native American Tribal representative (observer/monitor) to work along with the Project archaeologist. This Tribal representative will assist in the identification of Native American resources and will act as a representative between the City, the Property Owner/Project Proponent/Developer, and Native American Tribal Cultural Resources Department. The Native American Tribal representative should be on-site during all ground-disturbing of each portion of the Project Site including clearing, grubbing, tree removals, grading, trenching, etc. The Native American Tribal representative should be on-site any time the Project archaeologist is required to be on-site. Working with the Project archaeologist, the Native American representative shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are ongoing.

The agreement between the Property Owner/Project Proponent/Developer and the Native American Tribe shall include, but not be limited to:

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

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

In the event that archaeological resources are discovered at the Project Site or within the off-site Project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code, Section 21083.2(b), and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/Tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the Property Owner. The Property Owner shall commit to the relinquishing and reburial and/or curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist.

If any Native American artifacts are identified when Native American Tribal representatives are not present, all reasonable measures shall be taken to protect the resource(s) in situ and the City Planning Division and Native American Tribal representative shall be notified. The designated Native American Tribal representative will be given sufficient time to examine the find. If the find is determined to be of sacred or religious value, the Native American Tribal representative will work with the City and Project archaeologist to protect the resource in accordance with Tribal requirements as may be feasible. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.

In the event that human remains are discovered at the Project Site or within the off-site Project improvement areas, Regulatory Implementation condition RI CUL-1 shall immediately apply, and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.

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

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

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

4.14.8 Level of Significance After Mitigation

4.14.8.1 Threshold TCR-1: Tribal Cultural Resources

With implementation of mitigation measure MM CUL-1 and Regulatory Implementation condition RI CUL-1, potential impacts to Tribal Cultural Resources would be reduced to less than significant levels. No significant and unavoidable impacts would remain.

4.15 Utilities and Service Systems

This section evaluates the potential for impacts on utilities and service systems resulting from implementation of the Perris Airport Logistics Center Project (Proposed Project or Project) and evaluates existing and planned water (domestic), sewer, drainage/stormwater, and dry utility infrastructure that would serve the Proposed Project. Information presented in this section is primarily based on the following documents:

- Perris Airport Logistics Center – West Preliminary Drainage Study, Albert A. Webb & Associates, June 2023 (Appendix G)
- Perris Airport Logistics Center – East Preliminary Drainage Study, Albert A. Webb & Associates, June 2023 (Appendix G)
- Water Supply Assessment Report for the Perris Airport Logistics Center prepared by Eastern Municipal Water District (EMWD) (2024) and included in Appendix K of this Environmental Impact Report (EIR)

At the Draft EIR public scoping meeting on November 1, 2023, there were no comments regarding utilities and service systems received in response from Planning Commissioners, organizations' representatives, or members of the public.

4.15.1 Environmental Setting

4.15.1.1 Regulatory Setting

This section describes the federal, state, and local regulatory framework adopted to address utilities and service systems.

Federal

No federal regulations apply to utilities and service systems.

State

California Water Code

Sections 13550–13556 of the California Water Code state that local, regional, or state agencies shall not use water from any source of quality suitable for potable domestic use if suitable recycled water is available as provided in Section 13550 of the California Water Code.

Water Conservation in Landscaping Act

The Water Conservation in Landscaping Act was established to ensure adequate water supplies are available for future uses. To promote the conservation and efficient use of water, the Act requires local agencies to adopt a water-efficient landscape ordinance. The City of Perris

implements the model ordinance adopted by the state through regulations contained in Section 19.70, Landscaping, of the City's Municipal Code.

Urban Water Management Planning Act

The Urban Water Management Planning Act (California Water Code, Section 10610 et. seq.) was enacted in 1983 and applies to municipal water suppliers, such as the EMWD, that serve more than 3,000 customers or provide more than 3,000 acre-feet per year (AFY) of water. The Urban Water Management Planning Act requires these suppliers to prepare and update their Urban Water Management Plan every 5 years to demonstrate an appropriate level of reliability in supplying anticipated short-term and long-term water demands during normal, single-dry, and multiple-dry years.

The EMWD's 2020 Urban Water Management Plan and the Metropolitan Water District of Southern California's (MWD's) Urban Water Management Plan, all prepared pursuant to California Water Code, Division 6, Part 2.55, Section 10608 (Sustainable Water Use and Demand Reduction), and California Water Code, Division 6, Part 2.6, Sections 10608–10656 (Urban Water Management Planning), describe future water demands and future availability of the water supply sources used by the EMWD and other retail water agencies operating within the San Jacinto Groundwater Basin. These Urban Water Management Plan documents were used to prepare the Water Supply Assessment for the Proposed Project, which is included in Appendix K of this EIR.

Senate Bill 610

The California Water Code, Sections 10910 through 10915, were amended by the enactment of SB 610 in 2002. Senate Bill (SB) 610 requires an assessment of if available water supplies are sufficient to serve the demand generated by a proposed project, as well as the reasonably foreseeable cumulative demand in the region over the next 20 years under average normal year, single-dry year, and multiple-dry year conditions. Under SB 610, a water supply assessment must be prepared in conjunction with the land use approval process associated with a project and is required for any "project" that is subject to the California Environmental Quality Act (CEQA) and meets certain criteria relative to size. Relevant to the Proposed Project, this includes the construction of two industrial warehouse/distribution buildings (Building 1 would be 795,109 square feet and Building 2 would be 71,961 square feet) on Site 1 (Development Plan Review DPR 22-00005) and a trailer storage lot with a 100-square-foot guard shack on Site 2.

California Integrated Waste Management Act (AB 939)

The California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939), created the Board now known as California Department of Resources Recycling and Recovery (CalRecycle) and accomplished the following: (1) it required each jurisdiction in the state to submit detailed solid waste planning documents for CalRecycle approval; (2) it set diversion requirements of 25

percent in 1995 and 50 percent in 2000; (3) it established a comprehensive statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities; and (4) it authorized local jurisdictions to impose fees based on the types or amounts of solid waste generated. Jurisdictions select and implement the combination of waste prevention, reuse, recycling, and composting programs that best meet the needs of their community while achieving the diversion requirements.

Solid Waste Disposal Measurement Act of 2008

The purpose of the Solid Waste Disposal Measurement Act of 2008 (SB 1016) is to make the process of goal measurement (as established by AB 939) simpler, timelier, and more accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which uses only two factors: (1) a jurisdiction's population (or in some cases employment) and (2) its disposal, as reported by disposal facilities. Each year CalRecycle calculates each jurisdiction's per capita (per resident or per employee) disposal rates. If business is the dominant source of a jurisdiction's waste generation, CalRecycle may use the per employee disposal rate. Each year's disposal rate will be compared to that jurisdiction's 50 percent per capita disposal target. As such, jurisdictions will not be compared to other jurisdictions or the statewide average, but they will only be compared to their own 50 percent per capita disposal target. Among other benefits, per capita disposal is an indicator that allows for jurisdiction growth because, as residents or employees increase, report-year disposal tons can increase and still be consistent with the 50 percent per capita disposal target. A comparison of the reported annual per capita disposal rate to the 50 percent per capita disposal target will be useful for indicating progress or other changes over time.

Waste Reuse and Recycling Act (AB 1327)

The Waste Reuse and Recycling Act required the California Integrated Waste Management Board to approve a model ordinance for adoption by any local government for the transfer, receipt, storage, and loading of recyclable materials in development projects by March 1, 1993. The Waste Reuse and Recycling Act also required local agencies to adopt a local ordinance by September 1, 1993, or allow the model ordinance to take effect. The Waste Reuse and Recycling Act requires all development projects that are commercial, industrial, institutional, or marina in nature and where solid waste is collected and loaded, to provide an adequate area for collecting and loading recyclable materials over the lifetime of the project. The area is required to be provided before building permits are issued.

Assembly Bill 341

AB 341 (Chapter 476, Statutes of 2011) directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. The final regulation was approved by the Office of Administrative

Law on May 7, 2012. AB 341 was designed to help meet California’s recycling goal of 75 percent by the year 2020. AB 341 requires all commercial businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. In addition, multi-family apartments with five or more units are also required to form a recycling program.

Assembly Bill 1826

AB 1826 requires jurisdictions to implement an organic waste recycling program for businesses, including outreach, education, and monitoring of affected businesses. Additionally, each jurisdiction is to identify a multitude of information, including barriers to siting organic waste recycling facilities, as well as closed or abandoned sites that might be available for new organic waste recycling facilities. AB 1826 defines “organic waste” as food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. It also defines a “business” as a commercial or public entity, including, but not limited to, a firm, partnership, proprietorship, joint stock company, corporation, or association that is organized as a for-profit or nonprofit entity, or a multi-family residential dwelling consisting of five or more units. As of January 1, 2017, businesses that generate 4 cubic yards (cy) or more of organic waste per week are subject to this requirement. Commencing January 1, 2019, businesses that generate 4 cubic yards or more of commercial solid waste per week also are required to arrange for organic waste recycling services.

Senate Bill 1383

SB 1383 (2016) requires a 50 percent reduction in disposal of organic waste from the 2014 level by 2020, and a 75 percent reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. Increasing food waste prevention, encouraging edible food rescue, and expanding the composting and in-vessel digestion of organic waste throughout the state will help reduce methane emissions from organic waste disposed in California’s landfills. Additionally, compost has numerous benefits including water conservation, improved soil health, and carbon sequestration.

Local

City of Perris General Plan Policies

The City of Perris General Plan Conservation Element identifies goals and policies related to resource conservation. The goals and policies applicable to the Project and a discussion of the Project’s consistency is provided in Table 4.10-2, City of Perris General Plan Consistency Analysis, in Section 4.10, Land Use and Planning, of this EIR.

Perris Municipal Code

Chapter 7.16, Rubbish Collection and Disposal, and Chapter 7.17, Specific Regulations for Organic Waste Disposal Reduction, Recycling, and Solid Waste Collection, of the Perris Municipal Code, outline requirements for the collection, disposal, and recycling of various types of solid waste, in compliance with applicable state regulations. These regulations apply to commercial and industrial uses in the City, including those identified above. Section 7.17.110 of the Perris Municipal Code requires compliance with the California Green Buildings Standards (CALGreen) Code recycling and diversion requirements during construction.

Chapter 19.70, Landscaping, of the Perris Municipal Code: (1) promotes the values and benefits of landscapes while recognizing the need to use water as efficiently as possible; (2) establishes criteria for designing, installing, and maintaining water-efficient landscapes in new projects; and (3) establishes landscape design criteria for development projects.

4.15.1.2 Existing Conditions

Domestic Water, Wastewater, and Recycled Water

Domestic Water

Under existing conditions, the Project Site is undeveloped and does not support any uses or activities that generate a demand for water.

Domestic water supply to the Project Site is split between the Perris Utility Agency and the EMWD. The City of Perris has determined that its water system is unable to serve the Project Site and, therefore, the EMWD, which is currently the provider of wholesale water service to the City of Perris, is proposed to provide all domestic water service for the Proposed Project.

The EMWD's water system includes 2,421 miles of transmission and distribution water mains, four operating regional water reclamation facilities, and two water filtration facilities. The EMWD serves a population of approximately 900,000 people (EMWD 2021). A 12-inch City of Perris domestic waterline exists within Goetz Road.

Beginning October 15, 2024, the EMWD and the City of Perris finalized the consolidation of the City's water and sewer systems. The consolidation process began in February 2024 with approval of a Memorandum of Understanding by the Perris City Council and the EMWD Board of Directors. Throughout 2024, work by both agencies was performed to advance the process. Over the past few years, the City evaluated options to either transfer or continue operating the two systems. The City ultimately approached the EMWD about a system consolidation, and in September, it was approved by the Perris City Council and EMWD's Board of Directors.

Therefore, the EMWD would provide water and sewer services to the Project Site.

Wastewater

The EMWD is responsible for all wastewater collection and treatment in its service area and would provide sanitary sewer service to the Proposed Project. There are 4 operating regional water reclamation facilities. The EMWD has an existing sewer main line located within Case Road adjacent to Site 2 and existing water lines located at the intersection of Goetz Road and Mountain Avenue.

Wastewater generated within the City of Perris is treated at the Perris Valley Regional Water Reclamation Facility (PVRWRF). Centrally located in the EMWD's service area, the PVRWRF is the largest of four operating plants, which receives 128 million gallons per day of sewage combined. The plant produces tertiary-treated water and can store more than 2 billion gallons of recycled water for use by surrounding agricultural, sports fields, parks and landscape customers. The facility is located on approximately 300 acres just west of I-215 and south of Case Road.

Recycled Water

Recycled water is used extensively in the EMWD's service area in place of potable water. This offset to municipal demand comes from recycled water used to irrigate landscape and for industrial purposes. The majority of the EMWD's agricultural customers also use recycled water, in some cases, in lieu of groundwater production.

The EMWD has a strategic priority of putting 100 percent of its recycled water effluent to beneficial use. The EMWD is generally able to fully use its recycled water, although this can sometimes be limited by the availability of seasonal storage during periods of low recycled water demand and on occasion, may result in discharge.

Recycled water supplies are projected to increase in the future as the EMWD's service area population continues to grow; however, the EMWD anticipates that it would be able to continue maximizing the use of recycled water through initiatives such as the planned recharge of recycled water for indirect potable reuse, a mandatory use policy with a defined Required Reuse Area, along with programs retrofitting existing landscape customers that are currently served potable water.

Water Supply and Demand

The Water Supply Assessment (April 17, 2024) prepared by the EMWD for the Proposed Project is included in Appendix K of this EIR and includes a detailed discussion of the EMWD's water supply and projected water demands (EMWD 2021). In summary, the EMWD's Board of Directors adopted the 2020 Urban Water Management Plan on June 30, 2021 (EMWD 2021a). This plan documents the EMWD's projected supplies and demands in five-year increments through the year 2045, certifies the EMWD's compliance with water use efficiency targets defined in the Water Conservation Act of 2009, and demonstrates the EMWD's supply reliability, even under dry year

hydrologic conditions lasting multiple years. Approximately half of the EMWD's existing and future retail demand would be supplied through local sources such as groundwater, brackish groundwater desalination, and recycled water, with the balance coming from imported water delivered by the MWD. The EMWD's water demand identified in the 2020 Urban Water Management Plan is projected across the EMWD's service area as a whole and is not project specific. The 2020 Urban Water Management Plan relies heavily on information and assurances contained within the MWD's 2020 Urban Water Management Plan when determining supply reliability.

Consistent with the significant percentage of undeveloped land within the EMWD's service area, growth is anticipated to continue throughout the 2020 Urban Water Management Plan's 25-year planning horizon; approximately 40 percent of the EMWD's service area is built out. As population and the associated water demands increase, the EMWD continues to proactively manage its water supply portfolio through the development of local resources in conjunction with additional imported water purchases from the MWD.

Over the past 5 years, the EMWD's retail water supply portfolio averaged approximately 49 percent imported water, 10 percent groundwater, 6 percent desalinated brackish groundwater, and 35 percent recycled water. An annual breakdown of the EMWD's supplies between 2019 and 2023 is shown in Table 2 of the Water Supply Assessment included in Appendix K of this EIR; Table 2 supplements information from the 2020 Urban Water Management Plan (EMWD 2021). Discussion of the EMWD's sources of water supply is provided below.

A 12-inch City of Perris domestic waterline exists within Goetz Road.

Imported Water

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

The EMWD's water supply reliability is primarily established through the MWD, of which the EMWD is a member agency. As documented in the MWD's 2020 Urban Water Management Planning, the reliability of water delivery through the State Water Project and the Colorado River Aqueduct was assessed by the MWD. The MWD determined that its water sources will continue to provide a reliable supply to its member agencies during normal, single-dry, and multiple-dry years within a 20-year projection.

Groundwater

The EMWD's service area overlies the San Jacinto Groundwater Basin, which is managed under two groundwater management plans. The Hemet/San Jacinto Groundwater Management Plan covers the Hemet South, Canyon, San Jacinto Upper Pressure, and Hemet North portion of the Lakeview/Hemet North Groundwater Management Zones. The West San Jacinto Groundwater Basin Management Plan covers the Perris North, Perris South, San Jacinto Lower Pressure, Menifee, and the Lakeview portion of the Lakeview/Hemet North Management Zones. Protecting the groundwater supply available to the EMWD is an important part of the EMWD's planning efforts. The EMWD is actively working with other agencies and groups to ensure that groundwater will continue to serve as a reliable water resource in the future. This effort includes the replacement of groundwater extracted beyond a given basin's safe yield. The EMWD extracts groundwater within its service area under the Hemet/San Jacinto Groundwater Management Plan and the San Jacinto Groundwater Basin Groundwater Sustainability Plan. Under the Hemet/San Jacinto Groundwater Management Plan, imported water would be recharged in the Hemet/San Jacinto area to support groundwater extractions, while pumping in the Groundwater Sustainability Agency area, where groundwater levels have been rising, is planned to increase in the future as the EMWD constructs new wells as part of the Perris North Groundwater Contamination Prevention and Remediation Program.

The EMWD also operates potable wells in the Moreno Valley/North Perris area as well as brackish wells that feed the EMWD's desalination facilities. These wells are located outside the Hemet/San Jacinto area and would be managed by the EMWD as the Groundwater Sustainability Agency under the San Jacinto Groundwater Basin Groundwater Sustainability Plan. Pumping in the Groundwater Sustainability Agency area is currently not subject to any restrictions.

Stormwater Conveyance Facilities

The Project Site is vacant and undeveloped land with native vegetation. The existing drainage pattern for the Project Site and the general area is characterized by sheet flows that follow the slope. The Project Site straddles Perris Valley Airport, which separates existing flows. Existing elevations across the western portion of the Project Site vary from 1425.5 to 1415.1 (NAVD88 datum). This western area currently slopes down at approximately 0.5 percent grade to the southeast. Existing elevations across the eastern portion of the Project Site vary from 1418.5 to 1413.5 (NAVD88 datum). This eastern area currently slopes down at approximately 0.3 percent grade to the southeast.

The existing storm drain facilities within Goetz Road intercept and treat any runoff trying to encroach on the Project Site.

The western portion of the Project Site is bound to the west by existing improvements along Goetz Road, to the north by Ellis Ave, to the east by Perris Valley Airport, and to the south by largely

vacant land. The improvements in Goetz Road protect the Project Site from off-site flows with existing storm drain and water quality improvements within the street right-of-way.

The eastern portion of the Project Site is bound to the west by Perris Valley Airport, to the north by Ellis Ave, to the east by Case Road, and to the south by vacant land. The existing storm drain channel in Ellis Ave conveys off-site flows around the Project Site to an existing ditch in Case Road. This ditch ultimately outlets into the San Jacinto River, south of the Project Site. This ditch also accepts on-site surface flows, which travel via sheet flow across the Project Site.

Case Road is currently being designed for off-site improvements with PM 35877 (P8-1106D, DPR 08-01-0007). In the Proposed Project frontage, this results in pavement widening and a defined storm drain channel encroaching on the Project Site. The improvements along Case Road also include partial widening of Ellis Avenue along the eastern portion of the Proposed Project. The Project Site is located within the Mead Valley Area Plan and is also within the Santa Ana watershed, San Jacinto subwatershed area. The Project Site is within the San Jacinto River floodplain. The most recent floodplain analysis was conducted as part of the Conditional Letter of Map Revision for Tract 36988 – Green Valley. The Federal Emergency Management Agency (FEMA) Map No. 06065C1440H was revised to reflect the Letter of Map Revision on January 3, 2019. The study shows that a portion of the Project Site will still be within Zone AE designation.

Dry Utilities

Southern California Edison supplies electric power to the Project Site, and Charter Communications supplies communications and data. One pad-mounted electrical transformer is located on site, which is owned by Southern California Edison. There are existing power poles along the Project perimeter that would be protected in place or relocated as part of the Proposed Project. Additionally, the Project Site is located in the natural gas service area of SoCalGas, which maintains local underground service lines in the City of Perris. Existing gas lines adjacent to the Project Site are located within adjacent roadways.

Solid Waste Collection and Disposal

Trash, recycling, and green waste service in the City of Perris is provided by CR&R Environmental Services. In addition to normal trash collection, the County of Riverside also sponsors several hazardous waste collection events throughout the year. Waste is transported to the Perris Transfer Station and Materials Recovery Facility located at 1706 Goetz Road, approximately 0.2 mile southwest of the Project Site. At this facility, recyclable materials are separated from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid waste produced from this facility are transported to either the Badlands Landfill or El Sobrante Landfill.

The Project Site is located approximately 13.9 miles southwest of the Badlands Landfill located at 31125 Ironwood Avenue in the City of Moreno Valley. The landfill is a regional municipal solid waste landfill that is owned and operated by Riverside County. The Badlands Landfill has a total capacity of approximately 82,300,000 cubic yards, is permitted to accept a maximum of 5,000 tons per day, and, as of January 2019, has a remaining capacity of 7,800,000 cubic yards. As of June 2022, the permitted maximum tonnage is 5,000 tons per day. The landfill is expected to close in July 2059 (CalRecycle 2019, 2022).

The Project Site is located approximately 14.5 southeast of the El Sobrante Landfill located at 10910 Dawson Canyon Road in the City of Corona. The landfill is a regional municipal solid waste landfill that is owned and operated by USA Waste Services of California, Inc. The El Sobrante Landfill has a total capacity of 209,910,000 cubic yards, is permitted to accept 16,054 tons per day, and, as of April 2018, has a remaining capacity of 143,977,170 cubic yards. As of February 2020, the El Sobrante Landfill has a maximum permitted tonnage of 16,054 tons per day. The landfill is expected to close in January 2051 (CalRecycle 2019).

4.15.2 Thresholds of Significance

According to Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), the Proposed Project would have a significant impact on utilities and service systems if it would:

- **Threshold USS-1:** Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- **Threshold USS-2:** Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple-dry years.
- **Threshold USS-3:** 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.
- **Threshold USS-4:** 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.
- **Threshold USS-5:** Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.15.3 Regulatory Implementation

No regulatory implementation conditions are applicable to the Proposed Project.

Project Design Features

No Project design features are applicable to the Proposed Project.

The following sections address various potential impacts relating to utilities and service systems that could result from implementation of the Proposed Project.

4.15.4 Environmental Impacts

4.15.4.1 Threshold USS-1: New or Expanded Utilities Facilities

4.15.4.2 Threshold USS-3: Wastewater Treatment Capacity

Impact Analysis

Domestic Water, Wastewater, and Recycled Water

Water demand associated with the Proposed Project would consist of interior plumbing devices (i.e., sinks, toilets, faucets), outdoor landscape irrigation, and various industrial process systems.

Beginning October 15, 2025, the EMWD and the City of Perris have finalized the consolidation of the City's water and sewer systems. The consolidation process began in February 2024 with approval of a Memorandum of Understanding by the Perris City Council and the EMWD Board of Directors. Throughout 2024, work by both agencies was performed to advance the process. Over the past few years, the city evaluated options to either transfer or continue operating the two systems. The City ultimately approached the EMWD about a system consolidation, and in September, it was approved by the Perris City Council and EMWD's Board of Directors.

Therefore, the Proposed Project would receive domestic water from the EMWD. According to the Project-specific Water Supply Assessment and the EMWD's 2020 Urban Water Management Plan, the demand projections for the parcels covering the Project Site were estimated based on business park/light industrial land use, with a total demand of 214.54 AFY. Based on the land use information provided by the Project Proponent/Developer and the lead agency, the total water demand for this Project is estimated to be 214.54 AFY, which is consistent with the limits of estimated demand considered in the 2020 Urban Water Management Plan (EMWD 2021)

As described in Chapter 2, Project Description, of this EIR, with the proposed annexation into the EMWD's service area, the Proposed Project would include the construction of a separate EMWD domestic waterline within Goetz Road and Ellis Avenue. The new domestic water line would connect the existing 12-inch EMWD line at the intersection of Goetz Road and Mountain Avenue to an existing 12-inch EMWD waterline at the intersection of Ellis Avenue and Case Road. These new water distribution lines would connect to existing facilities that are located on the Project Site and within adjacent roadways. The final design and sizing of on-site facilities would accommodate the anticipated water demand (landscaping, potable, and fire flow) based on the proposed land use.

Upon annexation into the EMWD's service area, the Project Site would be subject to the EMWD's recycled water requirements. As a result, the Project Proponent/Developer would be required to construct an 8-inch recycled waterline within the Proposed Project frontage along Goetz Road and Ellis Avenue. Recycled water would be used for the irrigation of public and private landscape areas associated with the Proposed Project.

Wastewater Service

The EMWD has an existing sewer main line located within Case Road adjacent to Site 2 and existing water lines located at the intersection of Goetz Road and Mountain Avenue. The Proposed Project would include construction of a private sewer line that would convey flows from the buildings on Site 1 to the EMWD's existing sewer main within Case Road. The private sewer line would be constructed within existing utility easements that cross the Perris Valley Airport runway and through Site 2, where it connects to the existing EMWD sewer main in Case Road. The stretch of the sewer line traversing Site 2 would provide a private sewer connection for the proposed guard shack. The private sewer line would require a private lift station on Site 1 with a private 4-inch force main to Case Road, where the existing EMWD sewer would be upsized to accept the Proposed Project's sewer flows.

The EMWD owns and maintains the sanitary sewer system serving most of the City of Perris and its Sphere of Influence. The City of Perris Sewer District sewers discharge into EMWD trunk lines. EMWD trunk line sewers convey sewage from both the EMWD and Perris Sewer District systems to the 300-acre PVRWRF. Sewage is processed at the PVRWRF into biosolids that may be used for soil enrichment, and into recycled water.

The PVRWRF produces tertiary-treated water and can store more than 2 billion gallons of recycled water for use. The PVRWRF has an ultimate capacity of 100 million gallons per day and has been designed to meet the current and future demands of the region, as well as help to meet increasing demand for recycled water.

According to the City of Perris General Plan EIR, development under the General Plan is estimated to generate 30.5 million gallons per day of average wastewater flow. The Proposed Project is consistent with the existing General Plan and zoning designations for the Project Site and, therefore, would be consistent with the wastewater generation estimate. Since the PVRWRF has a treatment capacity of 100 million gallons per day, planned growth in the City is not expected to exceed the available capacity at the PVRWRF.

Further, implementation of City of Perris General Plan policies, existing regulations and local programs would ensure that the PVRWRF has sufficient treatment capacity to accommodate planned growth, as well as reduce the potential for future exceedances of the Regional Water Quality Control Board effluent limit. While Project implementation would result in more

wastewater generation than existing conditions, the Proposed Project would be consistent with the maximum build out considered by the City of Perris General Plan and would not increase wastewater generation beyond what was previously analyzed in the City of Perris General Plan EIR. Therefore, the treatment capacity of the PVRWRF would not be exceeded as a result of the Proposed Project or the Project's contribution to existing treatment commitments.

Environmental impacts from the construction of new or expanded facilities would be avoided by utilization of existing facilities, which are currently below capacity and are not expected to exceed capacity due to the demand from projects that are within the maximum build out of the City of Perris General Plan, including the Proposed Project which is consistent with the existing General Plan and zoning designations for the Project Site. The Project would not result in an exceedance of capacity at the PVRWRF. A determination of excess treatment capacity at the PVRWRF takes into account current uses within the City and within the treatment plant's service boundaries. Thus, the treatment capacity of the PVRWRF would be sufficient and would not require relocation or construction of new or expanded wastewater facilities and the potential impact would be less than significant.

Storm Water Conveyance Facilities

The proposed facility finished floor elevation would be elevated above the FEMA's base flood elevation and the Proposed Project would require a Conditional Letter of Map Revision/Letter of Map Revision (CLOMR/LOMR).

The existing storm drain facilities within Goetz Road intercept and treat any runoff trying to encroach on the Project Site. Mini gravel "basin" storm drain facilities would be constructed with Ellis Avenue roadway improvements along the northerly property line. Stormwater on site would be captured through a series of catch basins and inlets located through the Project Site. Captured flows are then directed toward one of two proposed treatment areas. A portion of the site (DMA W1) would be treated by a proposed bioretention basin. The remainder of the on-site area (DMA W2) would be directed toward underground chambers that are sized to hold the water quality storm volume.

All on-site flows generated on Site 2 would be collected by a proposed bioretention basin which would treat the runoff for water quality level storm events and discharge high level storm events, with the help of a lift station, at the existing rate toward the future storm drain channel along Case Road.

Ellis Avenue requires improvements to widen to the ultimate width, which will include expanding and revising the existing storm drain facilities. The on-site surface flows travel via sheet flow across the Project Site, ultimately draining into a storm drain inlet within the Perris Valley Airport property. It is assumed that the existing storm drain inlet drains south to the San Jacinto River.

Each element of the Proposed Project's proposed stormwater drainage system is designed to accommodate anticipated stormwater flows from the Project Site under developed conditions.

The Proposed Project would be required to obtain a Construction General Permit and implement a Water Quality Management Plan. Consistency with these policies is typically determined through the submittal of stormwater control plans and a Water Quality Management Plan to the City prior to issuance of grading permits. With implementation of a stormwater control plan consistent with Regional Water Quality Control Board requirements and compliance with City policies pertaining to stormwater and drainage, the Project would have a less than significant impact.

Dry Utilities

There are existing power poles along the Project perimeter that would be protected in place or relocated as part of the Proposed Project. Existing gas lines adjacent to the Project Site are located within adjacent roadways. Therefore, the Proposed Project would not require or result in the relocation or construction of new or electric power, natural gas, or telecommunications facilities and potential impacts to dry utilities would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.15.4.3 Threshold USS-2: Water Supply Availability

Impact Analysis

In compliance with Sections 10910–10915 of the California Water Code, a Project-specific Water Supply Assessment was prepared by the EMWD and is included in Appendix K of this EIR.

In the EMWD’s 2020 Urban Water Management Plan, the demand projections for the parcels covering the Project Site were estimated based on business park/light industrial land use, with a total demand of 214.54 AFY (refer to Table 11, Project Specific Demand Estimate, of the Water Supply Assessment included in Appendix K of this EIR).

The total water demand for the Proposed Project is estimated to be 214.54 AFY, which is consistent with the estimated demand considered in the 2020 Urban Water Management Plan (refer to Table 10, 2020 Urban Water Management Plan Land Use Demand Estimate, of the Water Supply Assessment included in Appendix K of this EIR). Therefore, the water supply required to serve the Proposed Project’s demands is already accounted for in the EMWD’s water supply planning efforts, while the specific facilities required to serve the Proposed Project would be refined during the design conditions phase of the EMWD’s New Development Process.

Based on information provided by the Project Proponent/Developer and lead agency, the projected demand from the Proposed Project is consistent within the limits of demand accounted for in the EMWD’s 2020 Urban Water Management Plan, which was adopted in June 2021.

Accordingly, the demand for the Proposed Project is within the limits of the projected demand accounted for in the 2020 Urban Water Management Plan. The 2020 Urban Water Management Plan documents the EMWD's projected supplies and demands in five-year increments through the year 2045, certifies the EMWD's compliance with water use efficiency targets defined in the Water Conservation Act of 2009, and demonstrates the EMWD's supply reliability, even under dry year hydrologic conditions lasting multiple years.

The EMWD has determined that it is able to meet water demands within its service area during normal, single-dry and multiple-dry water years through 2045. Refer to Table 4.15-1, Wholesale Supply and Demand Comparison, Multiple Dry Years (AFY). In multiple-dry year periods, the EMWD would use imported water from the MWD to supplement existing supply sources. Planned local supplies would complement imported supplies and improve reliability for the EMWD and the region. In addition to the development of water resources, the EMWD promotes efficient use of water through implementation of local ordinances, conservation programs, and a tiered pricing structure. The Proposed Project would comply with all applicable water conservation measures to promote water efficiency on site.

Table 4.15-1. Wholesale Supply and Demand Comparison, Multiple Dry Years (AFY)

		2025	2030	2035	2040	2045
First Year	Supply Totals	64,770	59,080	61,600	63,600	65,900
	Demand Totals	64,770	59,080	61,600	63,600	65,900
	Difference	0	0	0	0	0
Second Year	Supply Totals	63,200	59,100	61,400	63,400	65,600
	Demand Totals	63,200	59,100	61,400	63,400	65,600
	Difference	0	0	0	0	0
Third Year	Supply Totals	62,100	59,600	61,800	63,900	66,000
	Demand Totals	62,100	59,600	61,800	63,900	66,000
	Difference	0	0	0	0	0
Fourth Year	Supply Totals	61,000	60,100	62,200	64,300	66,400
	Demand Totals	61,000	60,100	62,200	64,300	66,400
	Difference	0	0	0	0	0
Fifth Year	Supply Totals	59,800	60,600	62,600	64,700	66,900
	Demand Totals	59,800	60,600	62,600	64,700	66,900
	Difference	0	0	0	0	0

Source: EMWD 2021.

The EMWD relies on the MWD and local resources to meet the needs of its growing population. The MWD demonstrated in the 2020 MWD Urban Water Management Plan that with the addition of all water supplies, existing and planned, the MWD has the ability to meet all of its member agencies' projected supplemental demand through 2045, even under a repeat of historical multiple-year drought scenarios. The EMWD Project-specific Water Supply Assessment concluded that:

Based on present information and the assurance that Metropolitan is engaged in identifying solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies, EMWD has determined that it would be able to provide adequate water supplies to meet the potable water demand for this project as part of its existing and future demands.

The Proposed Project is within the maximum build out of the General Plan considered by the General Plan EIR which serves as the basis for Urban Water Management Plan projections. Therefore, the anticipated Project demand would be within normal growth projections for water demand in the EMWD's service area. Implementation of the General Plan policies, existing regulations and local programs would ensure that build out of the General Plan, which includes implementation of the Proposed Project, would ensure water demand would not exceed water supply. Thus, potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.15.4.4 Threshold USS-4: Solid Waste Generation

4.15.4.5 Threshold USS-5: Compliance with Solid Waste Regulations

Impact Analysis

Construction-Related Solid Waste

Construction of the Proposed Project would result in the generation of construction-related waste, primarily consisting of discarded materials and packaging. Based on the U.S. Environmental Protection Agency's new construction waste generation rate of 3.89 pounds per square foot for non-residential uses, construction of the Proposed Project (Building 1 would be 795,109 square feet and Building 2 would be 71,961 square feet) on Site 1 and a trailer storage lot with a 100-square-foot guard shack on Site 2) would generate approximately 1,686.6 tons of solid waste over the construction period. The Proposed Project's building construction is anticipated to occur over a period of approximately 16 months, which corresponds to an average of approximately 3.47 tons of construction waste generated per day from building construction activity. The Badlands Landfill, accepts a maximum of 5,000 tons per day, and the El Sobrante Landfill, is permitted to accept 16,054 tons per day. The Proposed Project's construction-related solid waste represents approximately 0.07 percent of the Badlands Landfill maximum daily capacity and 0.02 percent of the El Sobrante Landfill maximum daily capacity.

However, based on more stringent requirements for waste reduction and diversion from landfills (at least 65 percent per the CALGreen Code), it is anticipated the solid waste generated by the Proposed Project during construction that would be diverted to landfills would be reduced even

further. Therefore, the disposal of construction-related solid waste associated with the Proposed Project would not exceed the permitted capacity of the Badlands or El Sobrante Landfills, and the impact would be less than significant. Therefore, the Proposed Project would result in a less than significant impact related to exceeding landfill capacity during construction.

Operational Solid Waste

As noted above, CR&R transports solid waste from the City to either the El Sobrante Landfill or Badlands Landfill. Future development within the City anticipated at General Plan build out is anticipated to generate an additional 396,963 tons per year of solid waste. The Proposed Project is consistent with the General Plan zoning and land use designations for the Project Site. The General Plan EIR determined that the remaining capacity at both the Badlands Landfill and the El Sobrante Landfill would be sufficient to meet the City's solid waste demands at buildout.

Additionally, the Proposed Project would be required to comply with AB 939 which mandates the reduction of solid waste disposal in landfills. As noted above, Section 5.408.1 of the 2022 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated.

Therefore, compliance with the General Plan policies, existing regulations, and local programs would ensure the Proposed Project would not result in significant impacts to landfill capacities to accommodate the City's increased service population. Therefore, impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.15.5 Cumulative Impacts

The following sections address various potential cumulative impacts relating to utilities and service systems that could result from implementation of the Proposed Project.

4.15.5.1 Cumulative Threshold USS-1: New or Expanded Utilities Facilities

4.15.5.2 Cumulative Threshold USS-3: Wastewater Treatment Capacity

The EMWD will have to increase the capacities of its facilities to serve the City of Perris. The cumulative growth from the Proposed Project and other development in the City has been addressed by the City in the Perris General Plan EIR and by the EMWD in its Urban Water Management Plan process. The General Plan EIR determined that the physical environmental impacts associated with construction of new water and sewer facilities were less than significant.

At such time that the EMWD constructs its own expanded facilities, the EMWD will serve as its own lead agency under CEQA and will make its own CEQA determinations at the time it constructs its planned facilities. As described in the General Plan EIR, there is adequate existing capacity to provide water and sewer service for General Plan buildout with which the Proposed Project is consistent.

As with the Proposed Project, individual cumulative development projects would require the construction of necessary infrastructure (water and wastewater lines, storm drain facilities, pump stations, dry utility infrastructure, and others) to serve the projects. However, the infrastructure needed for the Proposed Project would be limited to relatively small distribution and collection lines, which would occur within the Proposed Project's identified construction impact area. As previously indicated, the Proposed Project would be consistent with land uses planned for the Project Site under the General Plan and considered by the EMWD for wastewater treatment capacity determinations. The Proposed Project would not result in increased demand for wastewater services necessitating increased capacity beyond that already planned and considered for buildout of the General Plan. The environmental impacts associated with the construction of on- and off-site utility infrastructure have been addressed throughout this EIR and would be less than significant. Therefore, the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with construction of utility infrastructure.

4.15.5.3 Cumulative Threshold USS-2: Water Supply Availability

Cumulative development in the watershed would result in an increase in impervious surfaces in addition to changes in land use. Increased impervious surface areas would alter hydrologic conditions by increasing stormwater flows. As with the Proposed Project, cumulative development projects that would result in increased stormwater runoff volumes would be required to address potential drainage system effects and to comply with existing regulations related to hydrology (as further described in Section 4.9, Hydrology and Water Quality, of this EIR) to ensure that Project-specific storm drain facility improvements are provided to avoid adverse effects on the existing and planned regional stormwater drainage system. The Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with storm drain facilities.

The Water Supply Assessment analyzes the availability of EMWD water supplies to serve its customers, with the addition of water demand from the Proposed Project. As discussed above, the Water Supply Assessment indicates that the EMWD would have adequate water supplies to meet the demands of the Proposed Project, which are less than anticipated in the EMWD's 2020 Urban Water Management Plan for the Project Site. Thus, the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with water supply.

4.15.5.4 Cumulative Threshold USS-4: Solid Waste Generation**4.15.5.5 Cumulative Threshold USS-5: Compliance with Solid Waste Regulations**

Solid waste generated by the Proposed Project would represent nominal proportions of the daily disposal capacity at the Badlands and El Sobrante landfills. These solid waste facilities are currently projected to remain open and have sufficient excess daily capacity to handle solid waste generated by the Proposed Project and other cumulative developments both during construction and long-term operation. Further, the Proposed Project would adhere to regulations set forth in local and state regulations during both construction and long-term operations. Other cumulative development would also be required to comply with such regulations. Therefore, the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to solid waste disposal and compliance with regulations addressing the reduction of solid waste generation and disposal. Therefore, the Proposed Project would result in a less than cumulatively considerable impact on statutes and regulations related to solid waste.

4.15.6 Level of Significance Before Mitigation**4.15.6.1 Threshold USS-1: New or Expanded Utilities Facilities**

The Proposed Project would not require new or expanded utilities.

4.15.6.2 Threshold USS-2: Water Supply Availability

Sufficient water supplies would be available to serve the Proposed Project and reasonably foreseeable future development during, normal, dry, and multiple-dry years.

4.15.6.3 Threshold USS-3: Wastewater Treatment Capacity

There is adequate capacity to treat the wastewater generated by the Proposed Project.

4.15.6.4 Threshold USS-4: Solid Waste Generation

The Proposed Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure.

4.15.6.5 Threshold USS-5: Compliance with Solid Waste Regulations

The Proposed Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.15.7 Mitigation Measures

No mitigation measures are required because there were no significant impacts identified under the applicable thresholds.

4.15.8 Level of Significance After Mitigation

Not applicable.

Chapter 5 Alternatives

Section 15126.6 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) requires that an Environmental Impact Report (EIR) describe a reasonable range of alternatives to the proposed project that could feasibly attain most of the project objectives while avoiding or considerably reducing any of the significant impacts of the proposed project. In addition, a “No Project” Alternative must be analyzed in the document. The California Environmental Quality Act (CEQA) also requires that an environmentally superior alternative be identified from among the alternatives. The environmentally superior alternative is the alternative with the fewest or least severe adverse environmental impacts. When the No Project Alternative is the environmentally superior alternative, the EIR must also identify an environmentally superior alternative from among the other alternatives (CEQA Guidelines, Section 15126.6(e)(2)).

The CEQA Guidelines emphasize a common sense approach. The alternatives shall be reasonable, “foster informed decision making and public participation,” and focus on alternatives that avoid or substantially lessen the significant impacts (CEQA Guidelines Section 15126.6(a)). CEQA does not require that an EIR present the alternatives analysis in the same level of detail as the assessment of the proposed project and does not require that every conceivable alternative to a project be considered.

To develop a reasonable range of alternatives to the project, the (lead agency) considered:

- Project objectives
- Significant impacts of the proposed project
- Alternatives suggested during the scoping process
- Other alternatives considered

Through this process, the City of Perris identified five possible alternatives. Of these, two were dismissed from further consideration because they did not meet most project objectives or were not considered even potentially feasible, and three were identified as project alternatives to be evaluated, in addition to the No Project/No Development Alternative required by CEQA.

This chapter includes a description of how the project alternatives were developed, an evaluation of the alternatives in comparison to the Proposed Project, and identification of the environmentally superior alternative.

5.1 Significant and Unavoidable Impacts

Pursuant to CEQA Guidelines Section 15126.6(b), alternatives to the Proposed Project include those that avoid or substantially lessen any significant effects of the Proposed Project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be

more costly. Based on the analysis contained in Chapter 4, Environmental Analysis, the Proposed Project would not result in any significant and unavoidable adverse impacts.

5.2 Project Objectives

The process of identifying potential alternatives involves consideration of the objectives for the Proposed Project, which are described in Section 2.2, Project Objectives, in Chapter 2, Project Description, and restated below:

1. Allow for the development of a professional, well-maintained, and attractive light industrial warehousing complex that is compatible with nearby residential neighborhoods.
2. Develop industrial land uses on the Project Site consistent with the City of Perris Comprehensive General Plan 2030 policies and objectives.
3. Provide additional employment opportunities for area residents consistent with SCAG's Connect SoCal 2024 Plan which promotes a balance of job and housing opportunities in local areas to reduce long commutes from home to work.
4. Develop industrial land uses that are compatible with the existing use of Perris Valley Airport and the Skydive Perris operation.
5. Provide additional industrial warehousing opportunities adjacent to designated truck routes within the City of Perris.
6. Expand economic development and facilitate job creation in the City of Perris by establishing a new industrial development area adjacent to an already-established industrial area.
7. Revitalize the Project Site by transitioning from underutilized agricultural land use to a modern-day commerce center.

5.3 Alternatives Considered But Rejected

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The four alternatives listed below were considered but rejected during the scoping/planning process based on one or more of the listed criteria: i) failure to meet most of the basic project objectives, ii) infeasibility, or iii) inability to avoid significant environmental impacts. (CEQA Guidelines Section 15126.6(c)).

The following section describes alternatives or alternative concepts that were given consideration by the lead agency but rejected from further analysis in the EIR.

5.3.1 Site Excavation Alternative

Similar to the Proposed Project, this Alternative would also include two industrial warehouse/distribution buildings (Building 1 would be 795,109 square feet and Building 2 would be 71,961 square feet) on Site 1 and a trailer storage lot with a 100-square-foot guard shack on

Site 2. However, to lower the building heights, Site 1 would be excavated to a depth of 20 feet below existing grade. This would lower the building heights from 50 feet above existing grade, to 30 feet above existing grade. Site 1 is located in an existing 100-year floodplain; therefore, drainage issues and potential flooding would be exacerbated under this alternative. FEMA requires that the building be located outside of the floodplain, as a result, the site would need to be raised one foot in order to meet this requirement. Excavating lower would not meet the Project Objectives as it would prevent a letter of map revision (LOMR) to be obtained by FEMA. Other considerations related to this Alternative include:

- The site is currently an import condition needing $\pm 80,500$ cubic yards, which equates to less than 1 foot over the entire Project Site. If the building (795,109 square feet) was to be lowered 20 feet, the Proposed Project would be flipped to an export site, exporting a substantial amount of dirt. The building as currently proposed raises the finished floor up from the existing ground by 0.8 foot-5.5 feet. Lowering the building would produce somewhere in the range of 500,000 cubic yards of export, resulting in additional haul truck trips during construction and additional air quality impacts.
- The Project Site is located within the FEMA identified flood zone AE and therefore in order to construct a building the proposed grading concept would need to elevate the building pad elevation above the identified flood elevation. The surrounding area associated with the development must also be raised accordingly. The proposed design elevates the building finished floor, and therefore the top of building, above the flood elevation as well as the area surrounding the building. The area around the building is raised vertically so as to not allow storm water to pond any more than 18 inches within the truck docks/parking/drive-aisles and does not allow flood waters to pond within the auto parking areas or the emergency drive aisles.
- Lowering the building would bring the construction closer to the groundwater table, which was considered to be present at a depth of 23.5 to 30 feet per the Proposed Project's geotechnical investigation. Proximity to the groundwater table introduces concerns for footing construction and utility trenches. Soil stability would also likely need to be re-evaluated for a lower building construction.
- Lowering the site would exacerbate the retaining wall, sewer pump station, and storm water pump station conditions at the boundary edge conditions.

This alternative was rejected from further consideration because of the increased impacts to air quality and hydrology, and flood plain issues as compared to the Proposed Project.

5.3.2 Preliminary Review 21-05008 Site Plan Alternative

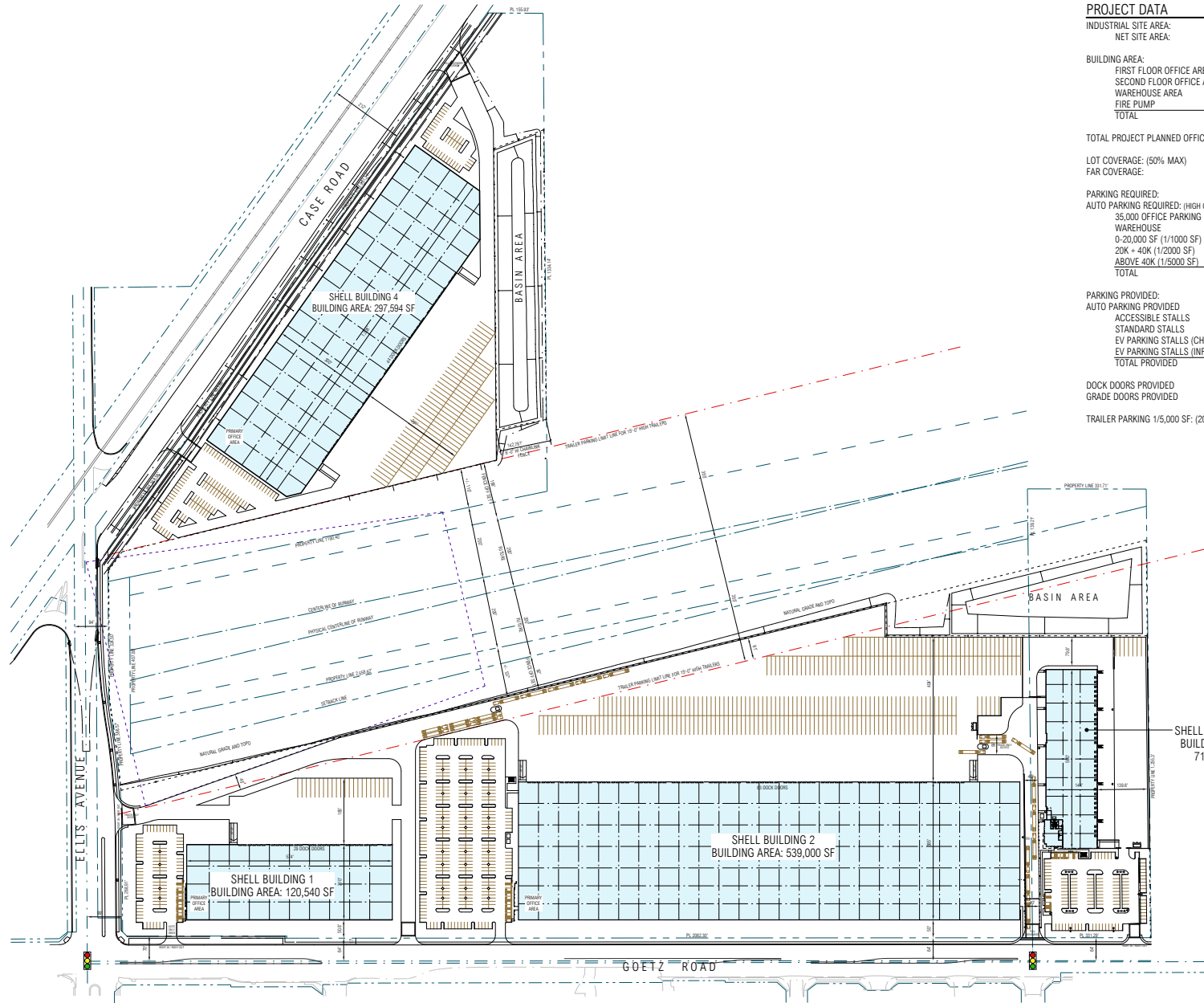
The Project Site has a City of Perris Comprehensive General Plan 2030 land use designation of Light Industrial and is zoned Light Industrial. The maximum floor area ratio (FAR) allowed in the Light Industrial designation is 50 percent or approximately 1.9 million square feet of industrial space for the 87.69-acre site. Under the Preliminary Review 21-05008 Alternative, a 28 percent FAR was assumed for a total of approximately 1.05 million square feet of industrial space within three buildings on Site 1 and one building on Site 2. A total of 187 dock doors and 6 grade doors would be provided. This alternative also provides 650 spaces for trailer parking. The site plan for this Alternative is shown on Figure 5-1. The Preliminary Review 21-05008 Alternative represented the original project proposal for the Project Site that was submitted to the City of Perris in 2021. The Preliminary Review 21-05008 Alternative contemplated development of just over fifty percent (50%) of the total allowable FAR and buildout of the Project Site permitted under the applicable Light Industrial zoning and General Plan 2030 designations. Following application submittal, and based on discussions with Perris Valley Airport representatives regarding concerns related to airport safety and skydiving operations, the site plan was revised and building square footage was reduced significantly to reflect the Proposed Project which is now under consideration by the City of Perris. More specifically, with the Proposed Project there would be a reduction of 161,979 square feet of building space, 195 less parking stalls, 69 less trailer parking spaces, 41 less dock doors, and 3 less grade doors when compared to this alternative. While the Preliminary Review 21-05008 Alternative met the basic objectives of the Proposed Project, it did not reduce any of the significant environmental impacts of the Proposed Project. Therefore, this alternative was rejected from further consideration.

5.4 Analysis of Project Alternatives Selected for Evaluation

The following alternatives are analyzed in this chapter:

- **Alternative 1:** No Project/No Development Alternative
- **Alternative 2:** Single Building Site Plan Alternative
- **Alternative 3:** Reduced Intensity Alternative

These alternatives were determined to adequately represent the range of feasible alternatives required under CEQA for the Proposed Project. The No Project Alternative is included, as required by CEQA Guidelines Section 15126.6(e), even though it would not meet the basic project objectives.



PROJECT DATA	
INDUSTRIAL SITE AREA:	
NET SITE AREA:	3,602,738 SF / 82.70 AC
BUILDING AREA:	
FIRST FLOOR OFFICE AREA	20,000 SF
SECOND FLOOR OFFICE AREA	15,000 SF
WAREHOUSE AREA	944,049 SF
FIRE PUMP	0 SF
TOTAL	1,029,049 SF
TOTAL PROJECT PLANNED OFFICE AREA	35,000 SF
LOT COVERAGE: (50% MAX)	28.14 %
FAR COVERAGE:	28.56 %
PARKING REQUIRED:	
AUTO PARKING REQUIRED: (HIGH CUBE PARKING STANDARDS)	
35,000 OFFICE PARKING (LESS THAN 10%)	00 STALLS
WAREHOUSE	
0-20,000 SF (1/1000 SF)	80 STALLS
20K + 40K (1/2000 SF)	40 STALLS
ABOVE 40K (1/5000 SF)	173 STALLS
TOTAL	293 STALLS
PARKING PROVIDED:	
AUTO PARKING PROVIDED	
ACCESSIBLE STALLS	16 STALLS
STANDARD STALLS	541 STALLS
EV PARKING STALLS (CHARGERS)	29 STALLS
EV PARKING STALLS (INFRASTRUCTURE)	87 STALLS
TOTAL PROVIDED	673 STALLS
DOCK DOORS PROVIDED	187 DOORS
GRADE DOORS PROVIDED	6 DOORS
TRAILER PARKING 1/5,000 SF: (206 REQUIRED)	650 TRAILERS

Source: RGA Office of Architectural Design 2024; CH Realty Partners, LLC. 2024.



Harris & Associates



Figure 5-1

Preliminary Review 21-05008 Site Plan Alternative

Perris Valley Industrial Project

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5.4.1 Alternative 1: No Project/No Development Alternative

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate a “no project” alternative to allow decision makers to compare the impacts of approving a project with the impacts of not approving that project. Section 15126.6(e)(3) of the CEQA Guidelines describes the two general types of no project alternative: (a) when the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the no project alternative would be the continuation of that plan and (b) when the project is other than a land use/regulatory plan (such as a specific development on an identifiable property), the no project alternative is the circumstance under which the project does not proceed. The Proposed Project is consistent with the City of Perris General Plan land use designation for the site (i.e., Light Industrial) and is zoned Light Industrial. For this reason, this EIR assumes the No Project/No Development Alternative would result in no new development or other improvements within the Project Site. Therefore, under the No Project/No Development Alternative, the proposed development of two industrial warehouse/distribution buildings (Building 1 = 795,109 square feet and Building 2 = 71,961 square feet) on Site 1 and a trailer storage lot with a 100-square-foot guard shack on Site 2, and associated parking, infrastructure, and landscaping would not occur. The Project Site would remain in its current condition and would remain vacant.

5.4.1.1 Impact Analysis

Aesthetics

The No Project/No Development Alternative does not involve any development or change in the current condition of the Project Site. There would be no change to the visual quality or character of the Project Site or surrounding areas. Aesthetic changes associated with development of the Project Site would not occur with this alternative. Accordingly, although the Proposed Project would result in less than significant impacts associated with aesthetics, the No Project/No Development Alternative would result in no impacts.

Air Quality

The No Project/No Development Alternative would not involve any construction activities at the Project Site. Therefore, the construction-related air quality emissions resulting from the Proposed Project would not occur. Because there would be no development within the Project Site, construction-related and operational activities, and new traffic generated by the Proposed Project would not occur. Therefore, this alternative would avoid construction-related and operational air quality impacts that would occur with implementation of the Proposed Project. As such, no impacts associated with air quality would occur under this alternative.

Biological Resources

The No Project/No Development Alternative would leave the Project Site in its existing condition. While this alternative would avoid permanent impacts to biological resources, including potential impacts to nesting birds and burrowing owls during construction, the Proposed Project's impacts would be less than significant with incorporation of mitigation measures. Accordingly, although the Proposed Project would result in less than significant biological resources impacts after implementation of mitigation measures, the No Project/No Development Alternative would eliminate the Proposed Project's potential impacts to biological resources and no mitigation would be required.

Cultural Resources

There are no historic or known archeological resources in the Project Site. Therefore, no impact to historic or known archeological resources would occur with implementation of the No Project/No Development Alternative or the Proposed Project. The No Project/No Development Alternative would not involve any excavation or grading activities. Therefore, the potential to discover previously unidentified archaeological resources is eliminated. With incorporation of mitigation measures, Project impacts to archaeological resources are less than significant. This alternative would avoid the less than significant impacts to cultural resources resulting from implementation of the Proposed Project.

Energy

The No Project/No Development Alternative would not involve any construction activities or new development in the Project Site. In the absence of construction activities and operation of the proposed uses, this alternative would require no demand for near-term or long-term energy or fuel use on the site. This alternative would avoid the Proposed Project's near- and long-term energy use and would avoid the Proposed Project's less than significant impacts.

Geology and Soils

The No Project/No Development Alternative would leave the property in its existing condition. The No Project/No Development Alternative would not result in the construction of any new structures at the Project Site; accordingly, there would be no potential for this alternative to expose people or structures to safety risks associated with geologic hazards or result in significant adverse impacts to paleontological resources. This alternative would reduce the Proposed Project's less than significant impacts related to geology and soils.

Greenhouse Gas Emissions

The No Project/No Development Alternative would not involve any construction activities or new development at the Project Site. In the absence of construction activities and operation of the

proposed uses (including traffic generation), this alternative would not generate greenhouse gas (GHG) emissions. Although impacts were determined to be less than significant, the No Project/No Development Alternative would eliminate impacts related to GHG emissions that would be generated by the Proposed Project.

Hazards and Hazardous Materials

Because no development would occur under the No Project/No Development Alternative, no new hazards would be introduced to the Project Site. Project impacts were determined to be less than significant related to hazards and hazardous materials, including those associated with the routine transportation, storage, and use of common household chemicals during the operation of the Proposed Project. Additionally, a wind study was prepared which concluded that construction of the Proposed Project would have no effect on operations at Perris Valley Airport. Ultimately, the Wind Tunnel Velocity Measurement Report determined that implementation of the Proposed Project would not impact the use of the Airport and would result in a decrease in effect and magnitude of velocity and magnitude of turbulence compared to existing conditions.. Additionally, the City of Perris referred the Proposed Project to ALUC for its review, in ALUC's advisory capacity. On April 10, 2025, ALUC issued a determination of consistency with the 2011 Perris Valley Airport Land Use Compatibility Plan (ALUCP) and the 2014 March Air Reserve Base/Inland Port Airport (March ARB/IPA) ALUCP. Therefore, the Proposed Project would not result in a significant impact related to aviation hazards

Hydrology and Water Quality

Under the No Project/No Development Alternative, existing hydrology patterns and characteristics of the Project Site and water quality conditions would remain unchanged. The Proposed Project would result in an increase in impervious surfaces, which would increase the amount of storm water runoff from the Project Site and potentially increase the amount of pollutants entering the storm water. Each of these impacts—which would be less than significant for the Proposed Project through compliance with existing regulatory requirements—would be avoided under the No Project/No Development Alternative. Water quality impacts, including erosion and sedimentation, would be greater under this alternative because the site would not receive the benefits from the stormwater drainage and water quality filtration features that would be constructed as part of the Proposed Project. Accordingly, this alternative would result in greater impacts associated with hydrology and water quality when compared to the Proposed Project.

Land Use and Planning

Under the No Project/No Development Alternative, there would be no change in the existing or planned conditions in the Project Site. This alternative would not result in any direct or indirect physical land use impacts. The Project Site has a City of Perris Comprehensive General Plan 2030 land use designation of Light Industrial and is zoned Light Industrial. Therefore, the No Project/No

Development Alternative would not implement the City's general plan and zoning designations for the Project Site. Similarly, this alternative would not be consistent with goals and policies of the Land Use Element of the General Plan related to commerce and industry to provide jobs for residents at all economic levels. However, since no development would occur on the Project Site, no impacts related to land use are associated with this alternative.

The No Project/No Development Alternative would not involve any development and would not conflict with regional planning programs addressing operations at Perris Valley Airport, nor would it conflict with Connect SoCal. Development of the Proposed Project would also not conflict with these regional planning programs.

The No Project/No Development Alternative would not involve any development and would not conflict with the Perris Valley ALUCP. Referral to ALUC in the case of the Proposed Project is considered voluntary and optional. However, the City did refer the Proposed Project to ALUC for its review, in ALUC's advisory capacity. Ultimately, the Development of the Proposed Project was found to be consistent with the Perris Valley ALUCP.

Noise

The No Project/No Development Alternative would not involve any grading or construction activities. Therefore, noise and vibration effects associated with these construction activities would not occur under this alternative. However, the construction-related noise impacts from the Proposed Project would be less than significant. Additionally, the increase in long-term, traffic-related, and operational noise levels associated with the Proposed Project would not occur. Therefore, this alternative would result in no impact related to noise.

Recreation

As with the Proposed Project, recreational facilities would not be directly impacted under this alternative. Since the Proposed Project consists of industrial uses only, direct impacts to recreational facilities would be negligible. Additionally, a wind study was prepared which concluded that construction of the Proposed Project would have no effect on operations at Perris Valley Airport. Under this alternative, impacts to recreation would be environmentally similar to the Proposed Project. Recreation is not a significant and unavoidable impact of the Proposed Project.

Transportation

The No Project/No Development Alternative would not change the existing circulation conditions because no new development would occur in the Project Site and because circulation improvements proposed with the Proposed Project would not be implemented (including roadway and sidewalk improvements). No long-term (operational) vehicular trips would be generated under

the No Project/No Development Alternative. The Proposed Project would have less than significant impacts related to consistency with plans and programs addressing circulation, VMT, potential hazards, and emergency access. However, since no development would occur under this alternative, no impacts to transportation would occur.

Tribal Cultural Resources

The No Project/No Development Alternative would leave the property in its existing condition. No grading would occur under this alternative and there would be no potential impacts to tribal cultural resources that may be buried beneath the ground surface. This alternative would avoid all new disturbances and would avoid the potential for Proposed Project construction activities to damage buried tribal cultural resources, although Proposed Project impacts are also less than significant with implementation of the identified mitigation measures.

Utilities and Service Systems

The No Project/No Development Alternative would not place any new demands on local and regional utilities and service systems because no new development would occur. Under this alternative, no new utilities would be constructed and no physical impacts would result. Although the Proposed Project would have less than significant impacts to utilities and services systems, including impacts related to solid waste management, implementation of this alternative would result in no impacts associated with utilities and service systems.

5.4.1.2 Avoid or Substantially Lessen the Significant Impacts of the Project

Because no development would occur under the No Project/No Development Alternative, less than significant impacts resulting from the Proposed Project for the following environmental topics would be avoided: aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, land use and planning, recreation, transportation, tribal cultural resources, and utilities and service systems. However, as discussed below, this alternative would not attain any of the Project Objectives established for the Proposed Project. Additionally, under the No Project/No Development Alternative a decrease in effect and magnitude of velocity and magnitude of turbulence compared to existing conditions would not occur when compared to the Proposed Project.

5.4.1.3 Ability to Meet Project Objectives

The No Project/No Development Alternative would not involve any development at the Project Site. This alternative would not attain any of the Project Objectives identified above in Section 5.2, including implementation of the City's General Plan goals and policies relevant to the Project Site and planned industrial development.

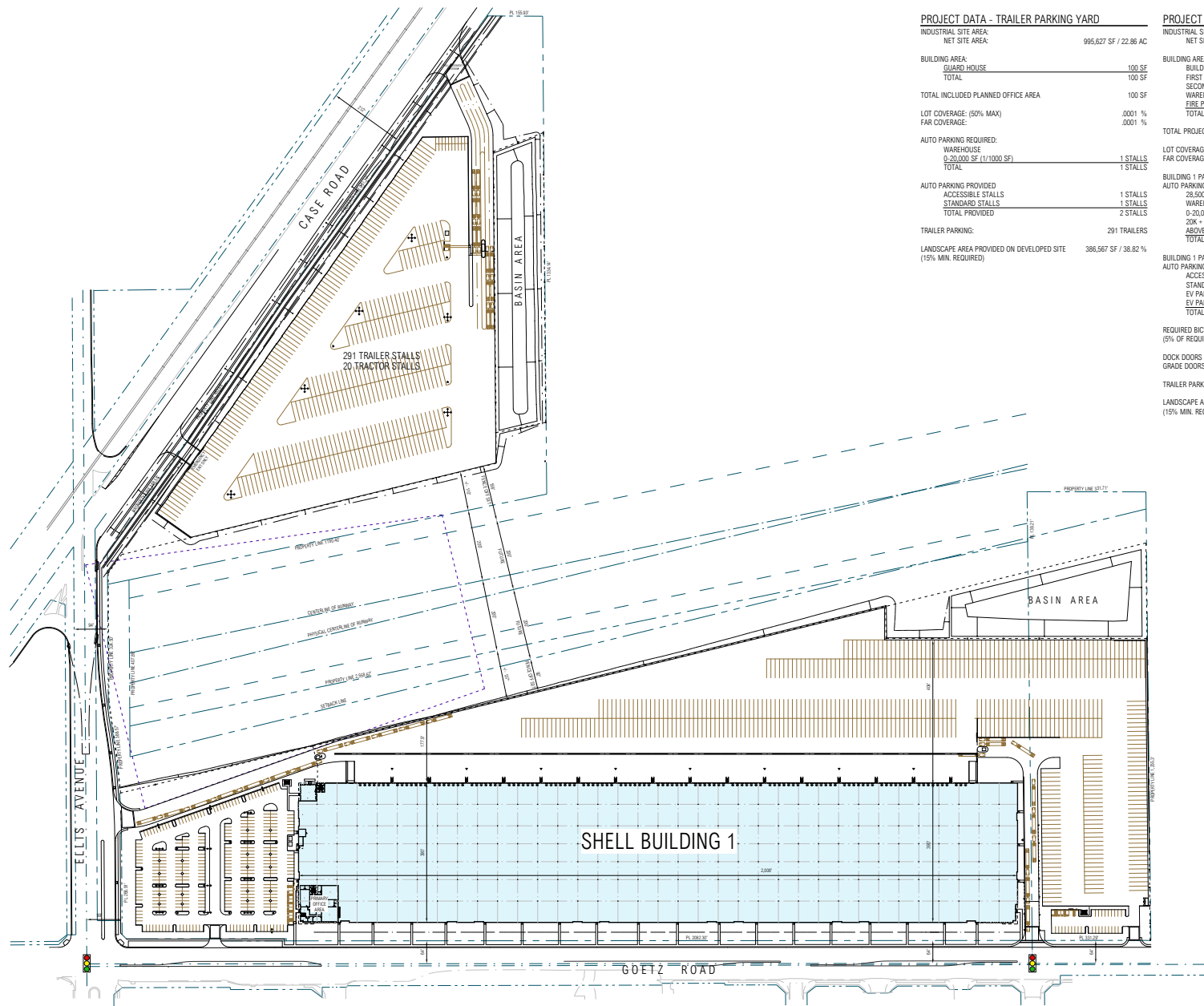
5.4.2 Alternative 2: Single Building Site Plan Alternative

The purpose of the Single Building Site Plan Alternative is to address concerns raised by members of the public at the November 1, 2023, Draft EIR Scoping Meeting, including comments submitted by the owners and representatives of Perris Valley Airport. Under this alternative, the Project Site would be developed with one industrial building with a total square footage of 795,109 square feet. This alternative eliminates Building 2, which comprises 71,961 square feet of building space. Site 2 would remain the same under this alternative with the proposed trailer storage lot and the 100-square-foot guard shack. This alternative provides 517 spaces for trailer parking on Site 1, in lieu of the 71,961 square foot building. When compared to the Proposed Project, this alternative would result in a 71,961 square feet reduction of building space, 133 less parking stalls, 227 more trailer parking spaces, and one less grade door. A site plan for the Single Building Site Plan Alternative is shown on Figure 5-2. During the Draft EIR scoping process for the Proposed Project, several comments were made asserting that the Proposed Project would affect wind patterns at Perris Valley Airport and that a smaller building footprint could reduce potential impacts. Consequently, this alternative was analyzed as part of the wind study prepared for the Proposed Project to see what effect, if any, a smaller building footprint would have on wind patterns at Perris Valley Airport as compared to wind conditions resulting from construction of the Proposed Project. As discussed further below, this alternative did not result in any measurable change to wind patterns at Perris Valley Airport.

5.4.2.1 Impact Analysis

Aesthetics

Similar to the Proposed Project, development of the Single Building Site Plan Alternative would alter the existing visual condition of the Project Site through the introduction of development on a previously vacant, undeveloped site. Although the building footprint would be slightly smaller, it is expected that the overall visual appearance under this alternative would be similar to the Proposed Project and would not represent a significant impact. As with the Proposed Project, the development associated with the Single Building Site Plan Alternative would comply with County of Riverside Ordinance No. 655, which addresses nighttime lighting that could affect the Palomar Observatory. With incorporation of the mitigation measure for construction lighting, the Single Building Site Plan Alternative would have similar, less than significant impacts as the Proposed Project related to aesthetics.



PROJECT DATA - TRAILER PARKING YARD

INDUSTRIAL SITE AREA:	
NET SITE AREA:	995,627 SF / 22.86 AC
BUILDING AREA:	
GUARD HOUSE	100 SF
TOTAL	100 SF
TOTAL INCLUDED PLANNED OFFICE AREA	100 SF
LOT COVERAGE: (50% MAX)	.0001 %
FAR COVERAGE:	.0001 %
AUTO PARKING REQUIRED:	
WAREHOUSE	1 STALLS
0-20,000 SF (1/1000 SF)	1 STALLS
TOTAL	2 STALLS
AUTO PARKING PROVIDED:	
ACCESSIBLE STALLS	1 STALLS
STANDARD STALLS	1 STALLS
TOTAL PROVIDED	2 STALLS
TRAILER PARKING:	291 TRAILERS
LANDSCAPE AREA PROVIDED ON DEVELOPED SITE	386,567 SF / 38.92 %
(15% MIN. REQUIRED)	

PROJECT DATA - BUILDING 1 AND 2

INDUSTRIAL SITE AREA:	
NET SITE AREA:	2,807,111 SF / 59.95 AC
BUILDING AREA:	
BUILDING 1	18,500 SF
FIRST FLOOR OFFICE AREA	10,000 SF
SECOND FLOOR OFFICE AREA	786,408 SF
WAREHOUSE AREA	200 SF
FIRE PUMP	
TOTAL	795,108 SF
TOTAL PROJECT PLANNED OFFICE AREA	35,000 SF
LOT COVERAGE: (50% MAX)	32.82 %
FAR COVERAGE:	33.20 %
BUILDING 1 PARKING REQUIRED:	
AUTO PARKING REQUIRED: (HIGH CUBE PARKING STANDARDS)	
28,500 OFFICE PARKING (LESS THAN 10%)	00 STALLS
WAREHOUSE	
0-20,000 SF (1/1000 SF)	20 STALLS
20K + 40K (1/2000 SF)	10 STALLS
ABOVE 40K (1/5000 SF)	151 STALLS
TOTAL	181 STALLS
BUILDING 1 PARKING PROVIDED:	
AUTO PARKING PROVIDED:	
ACCESSIBLE STALLS	8 STALLS
STANDARD STALLS	284 STALLS
EV PARKING STALLS (CHARGERS)	18 STALLS
EV PARKING STALLS (INFRASTRUCTURE)	53 STALLS
TOTAL PROVIDED	343 STALLS
REQUIRED BICYCLE PARKING - BUILDING 1	
(5% OF REQUIRED AUTO PARKING)	20 BIKE LOCATIONS
DOCK DOORS PROVIDED	115 DOORS
GRADE DOORS PROVIDED	2 DOORS
TRAILER PARKING 1/5,000 SF: (159 REQUIRED)	517 TRAILERS
LANDSCAPE AREA PROVIDED ON DEVELOPED SITE	652,666 SF / 25.03 %
(15% MIN. REQUIRED)	

Source: RGA Office of Architectural Design 2024; CH Realty Partners, LLC. 2024.



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Figure 5-2

Alternative 2: Single Building Site Plan Alternative

Perris Valley Industrial Project

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Air Quality

As with the Proposed Project, development of the Single Building Site Plan Alternative would result in less than significant impacts related to sensitive receptors including health risk because the total trip generation would be slightly lower than that for the Proposed Project. Therefore, localized emissions of diesel particulate matter and toxic air contaminants would be slightly reduced. As with the Proposed Project, the Single Building Site Plan Alternative would be consistent with the vehicular trips anticipated in the Air Quality Management Plan (AQMP), thereby resulting in a less than significant impact related to consistency with the AQMP.

Implementation of the Single Building Site Plan Alternative would have the same construction impact area as the Proposed Project, and the construction assumptions with respect to the intensity of construction would be similar. Therefore, construction emissions and associated impacts would be less than significant, similar to the Proposed Project.

Because the building operations with the Proposed Project would be reduced with the Single Building Site Plan Alternative, total operational emissions (which include area, energy, mobile, and on-site cargo handling equipment sources) would be similar, though slightly reduced, as compared to the Proposed Project due to the elimination of Building 2 (71,961 square feet). Operational emissions would be reduced by approximately 8 percent consistent with the reduction in building size and trip generation (which is calculated based on building size). As with the Proposed Project, operational regional emissions generated with the Single Building Site Plan Alternative would not exceed the South Coast AQMD thresholds of significance. Therefore, although the amount of emissions would be similar, though slightly reduced, operational emissions and associated impacts under this alternative would be less than significant, similar to the Proposed Project.

Biological Resources

The Single Building Site Plan Alternative would involve the same construction impact area as the Proposed Project. Therefore, this alternative would result in the same temporary and/or permanent impacts to biological resources (including potential impacts to nesting birds, and burrowing owls) as with the Proposed Project. With incorporation of the mitigation measures, potential impacts to biological resources would be less than significant with both the Single Building Site Plan Alternative and the Proposed Project.

Cultural Resources

There are no historic or known archeological resources within the Project Site. Therefore, no impact to historic or known archeological resources would occur with implementation of the Single Building Site Plan Alternative or the Proposed Project. The Single Building Site Plan Alternative would involve the same construction impact area as the Proposed Project. Therefore,

this Alternative would result in the same potential impacts to unknown archaeological resources as the Proposed Project. With incorporation of the applicable mitigation measures, the Single Building Site Plan Alternative would have similar impacts as the Proposed Project related to cultural resources.

Energy

Implementation of the Single Building Site Plan Alternative would result in slightly lower energy demand during construction compared to the Proposed Project because of the overall reduction in building size. The Single Building Site Plan Alternative would involve development of one industrial building totaling 795,109 square feet, which is 71,961 square feet less than the Proposed Project. This alternative would result in slightly reduced energy demand during operational activities. Therefore, the Single Building Site Plan Alternative would have slightly reduced energy impacts than the Proposed Project. However, overall the Single Building Site Plan Alternative would have similar impacts as compared to the Proposed Project related to energy, since the decrease would be negligible.

Geology and Soils

The Single Building Site Plan Alternative would involve the same construction impact area as the Proposed Project. Therefore, this alternative would result in the same potential impacts related to geology and soils and seismic hazards as the Proposed Project. With adherence to applicable building codes and incorporation of the recommendations from the site-specific geotechnical studies, the Proposed Project would not expose people or structures to substantial safety risks associated with geologic hazards. Further, because the construction impact area would be the same as the Proposed Project, this alternative would also have the potential to impact subsurface paleontological resources and the impact would be reduced to a less than significant level with mitigation. Therefore, with incorporation of mitigation measures, and adherence to applicable regulations, geology and soils impacts would be less than significant with implementation of the Single Building Site Plan Alternative and the Proposed Project.

Greenhouse Gas Emissions

Implementation of the Single Building Site Plan Alternative would result in lower energy demand during construction as compared to the Proposed Project because of the reduction in building size. This alternative would also result in reduced emissions from all operational GHG sources because the emissions from each source would vary in direct proportion to the building size. Total operational emissions with mitigation (which include energy, mobile, solid waste, and water consumption sources) for this alternative would be approximately 9,153 MT CO₂e/yr (compared to 9,949 MT CO₂e/yr with the Proposed Project). Therefore, the Single Building Site Plan Alternative would have slightly lower GHG emission impacts than the Proposed Project. As with

the Proposed Project, the GHG emissions under this alternative would be below the 10,000 MT CO₂e/yr threshold of significance and be considered less than significant.

Hazards and Hazardous Materials

Neither implementation of the Single Building Site Plan Alternative nor the Proposed Project would result in a significant impact related to hazards or hazardous materials. Based on the location and condition of the Project Site, the Single Building Site Plan Alternative and the Proposed Project would have no impact associated with hazardous emissions within 0.25 mile of a school, location on a hazardous materials site, or wildland fire. Land uses that would occur on-site under the Single Building Site Plan Alternative would have a similar potential to handle and store hazardous materials as the Proposed Project, and similar impacts related to hazards associated with the Perris Valley Airport, and emergency response/evacuation. A wind study was performed which concluded that the Single Building Site Plan Alternative had no measurable effect on wind patterns, similar to the Proposed Project. The Wind Tunnel Velocity Measurement Report analysis found that results for the high-performance landing zone and the student landing zone displayed similar trends as those for the Perris Valley Airport runway, with a general decrease in wind velocity effect observed at the parachute landing zones farther south and east with the Single Building Site Plan Alternative in place, similar to the Proposed Project. The magnitude of these velocity reductions is less than the values observed for the existing conditions at the southern end of the runway across all measured wind directions. In each wind direction case, the resulting magnitude of the crosswind and vertical mean velocity with the Single Building Site Plan Alternative in place is less than existing conditions observed at the southern end of the runway, similar to the Proposed Project. Additionally, increases in turbulence intensity were measured at the north end of the runway for wind direction between 212 degrees and 302 degrees, however, the magnitude of the turbulence is considered de minimis and was less than existing conditions measured at other runway locations.

In short, the Wind Tunnel Velocity Measurement Report confirmed that wind conditions over the runway and parachute landing zones with the Single Building Site Plan Alternative would be no more severe than under the existing worst-case conditions at Perris Valley Airport, similar to the Proposed Project.

With incorporation of mitigation measures and mandatory regulatory compliance, both the Single Building Site Plan Alternative and the Proposed Project would pose a less than significant hazard to the public or the environment related to hazards and hazardous materials.

Hydrology and Water Quality

The Single Building Site Plan Alternative would involve development of the same area that would occur with implementation of the Proposed Project. Therefore, this alternative would result in similar impacts related to hydrology and water quality as the Proposed Project. Similar to the

Proposed Project, development under this alternative would increase the amount of storm water runoff and alter existing drainage patterns due to the increase in the amount of impervious surfaces. As with the Proposed Project, application of Best Management Practices (BMPs) and other regulatory requirements would ensure that impacts to hydrology and storm drain infrastructure are less than significant. An on-site storm drain system would be constructed to detain flows such that they are released from the site at near pre-development levels and would not result in impacts to storm drain facilities or flooding. As with the Proposed Project, with the incorporation of applicable regulatory requirements, the Single Building Site Plan Alternative would have similar, less than significant impacts as the Proposed Project related to hydrology and flooding.

As with the Proposed Project, the Single Building Site Plan Alternative would not involve excavation at depths that would encounter groundwater and would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

As with the Proposed Project, the Single Building Site Plan Alternative would result in surface runoff after Project implementation. Surface runoff from a developed condition (with either this alternative or the Proposed Project) would have a different composition in comparison to the existing condition, which is undeveloped. This runoff is likely to include a similar amount and type of pollutants commonly found in urban runoff. The Proposed Project and this alternative would be required to comply with applicable regulations related to water quality, including, but not limited to the Municipal Separate Storm Sewer (MS4) and National Pollutant Discharge Elimination System (NPDES) permit requirements, which would minimize potential short-term, construction-related and long-term, operational water quality impacts. With adherence to applicable regulatory requirements, the Single Building Site Plan Alternative would have similar, less than significant impacts, as compared to the Proposed Project related to water quality during construction and operation.

Land Use and Planning

The City of Perris General Plan land use and zoning designation for the Project Site is Light Industrial. As with the Proposed Project, the Single Building Site Plan Alternative would result in the development of an industrial project. Under this alternative, the Project Site would be developed in compliance with the relevant Standards and Guidelines outlined in the City's general plan and zoning code and would not result in significant land use impacts, as with the Proposed Project. The development of a 795,109-square-foot industrial building at the Project Site would be consistent with the relevant goals and policies of the City of Perris General Plan. The Single Building Site Plan Alternative would have similar, less than significant, impacts as the Proposed Project related to land use and planning.

The Single Building Site Plan Alternative would not conflict with regional planning programs addressing operations at Perris Valley Airport, nor would it conflict with Connect SoCal or the

Perris Valley ALUCP. Development of the Proposed Project would also not conflict with these regional planning programs.

Noise

Because construction activities would be similar, implementation of the Single Building Site Plan Alternative would result in similar noise impacts during construction as the Proposed Project. Construction noise impacts would be less than significant, similar to the Proposed Project.

The Single Building Site Plan Alternative would generate slightly fewer Project-generated trips than the Proposed Project (approximately 2,512 daily trips compared to 2,730 daily trips with the Proposed Project). The volume of trucks on the designated truck routes, including Case Road and Goetz Road, would be slightly lower than the Proposed Project, thereby slightly reducing off-site noise levels from trucks, but in an amount less than 3 dB which is generally considered noticeable to the human ear. As with the Proposed Project, off-site traffic noise impacts would be less than significant with the Single Building Site Plan Alternative, but not noticeably different compared to the Proposed Project.

The Single Building Site Plan Alternative would slightly reduce the truck activity at the building loading docks compared to what would occur with the Proposed Project, thereby slightly reducing operational noise potentially impacting nearby sensitive noise receivers. However, this alternative would have similar noise impacts when compared to the Proposed Project, which were found to be less than significant.

As with the Proposed Project, the Single Building Site Plan Alternative would require mitigation to address noise levels from Perris Valley Airport operations resulting in a less than significant impact.

Recreation

As with the Proposed Project, recreational facilities would not be directly impacted under this alternative. Since the Proposed Project consists of industrial uses only, direct impacts to recreational facilities would be negligible. Additionally, as indicated above, a wind study was prepared which concluded that construction of the Proposed Project would have no effect on operations at Perris Valley Airport. The Wind Tunnel Velocity Measurement Report ultimately confirmed that wind conditions over the runway and parachute landing zones with the Single Building Site Plan Alternative would be no more severe than under the existing worst-case conditions at Perris Valley Airport, similar to the Proposed Project.

Under this alternative, impacts to recreation would be environmentally similar to the Proposed Project. Recreation is not a significant and unavoidable impact of the Proposed Project.

Transportation

As with the Proposed Project, this alternative would incorporate applicable City standards related to transportation and circulation, including construction of adjacent roadways and access improvements necessary to serve the Proposed Project, and construction of improvements to encourage pedestrian and bicycle travel, and transit use. The Single Building Site Plan Alternative and the Proposed Project would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system; would not create hazards through design; and, would not result in inadequate emergency access. As with the Proposed Project, these potential impacts under this alternative would remain less than significant.

Construction and operation-related vehicle truck trips would be reduced under the Single Building Site Plan Alternative and would decrease by approximately 30 percent. Trip generation is based on land uses and its associated square footage. This would result in a corresponding decrease in overall VMT and proportional decrease in employees. Therefore, the resulting VMT per employee would be similar to the Proposed Project since it is based on Project generated VMT divided by number of employees. As a result, the Single Building Site Plan Alternative would generate a similar VMT per capita, though below the City's threshold with incorporation of the TDM mitigation measure. However, with regards to trip generation, the Single Building Site Plan Alternative would result in slightly fewer vehicle and truck trips compared to the Proposed Project (approximately 2,512 daily trips compared to 2,730 daily trips with the Proposed Project).

Tribal Cultural Resources

The Single Building Site Plan Alternative would involve the same construction impact area as the Proposed Project. Although there are no known tribal cultural resources within the Project Site, this alternative would result in the same potential impacts to tribal cultural resources within the Project Site as the Proposed Project, should they be present. With incorporation of mitigation measures, the Single Building Site Plan Alternative would have similar, less than significant impacts as the Proposed Project related to tribal cultural resources.

Utilities and Service Systems

As with the Proposed Project, the Single Building Site Plan Alternative would increase the water demand, wastewater generation, and electric demand at the Project Site compared to existing conditions where the site is undeveloped. Additionally, as discussed above under Hydrology and Water Quality, the Single Building Site Plan Alternative would involve development of the same area that would occur with implementation of the Proposed Project and would generate a similar amount of storm water runoff. Although the total building size would be reduced, the overall utility infrastructure needed to serve the Single Building Site Plan Alternative would be the same as the Proposed Project and would be located within the same construction impact area. Therefore, as

with the Proposed Project, the Single Building Site Plan Alternative would have similar, less than significant impacts as the Proposed Project related to the installation of utility infrastructure.

Due to the slightly decreased building size, the Single Building Site Plan Alternative would have similar, though slightly reduced, water demand and wastewater generation as compared to the Proposed Project. Therefore, the Eastern Municipal Water District (EMWD) would have sufficient water to serve the Single Building Site Plan Alternative. Similarly, there would be adequate capacity in the EMWD wastewater treatment facilities to treat wastewater generated. The Single Building Site Plan Alternative and Proposed Project would have less than significant impacts related to water supply and wastewater treatment.

As with the Proposed Project, construction and operation of industrial uses under the Single Building Site Plan Alternative would comply with applicable local and state regulations related to solid waste management and diversion of solid waste from landfills. The Single Building Site Plan Alternative and Proposed Project would have less than significant impacts related to solid waste.

5.4.2.2 Avoid or Substantially Lessen the Significant Impacts of the Project

Due to the slight reduction in building size with the Single Building Site Plan Alternative, there would be a related small reduction in average daily trip generation, including truck trips. For all other topical areas, similar or slightly reduced impact levels would occur with the Single Building Site Plan Alternative as compared to the Proposed Project.

5.4.2.3 Ability to Meet Project Objectives

1. **Allow for the development of a professional, well-maintained, and attractive light industrial warehousing complex that is compatible with nearby residential neighborhoods.** The Single Building Site Plan Alternative would attain this objective.
2. **Develop industrial land uses on the Project Site consistent with the City of Perris Comprehensive General Plan 2030 policies and objectives.** The Single Building Site Plan Alternative would attain this objective.
3. **Provide additional employment opportunities for area residents consistent with SCAG's Connect SoCal 2024 Plan which promotes a balance of job and housing opportunities in local areas to reduce long commutes from home to work.** The Single Building Site Plan Alternative would attain this objective.
4. **Develop industrial land uses that are compatible with the existing use of Perris Valley Airport and the Skydive Perris operation.** The Single Building Site Plan Alternative would attain this objective.
5. **Provide additional industrial warehousing opportunities adjacent to designated truck routes within the City of Perris.** The Single Building Site Plan Alternative would attain this objective.

6. **Expand economic development and facilitate job creation in the City of Perris by establishing a new industrial development area adjacent to an already-established industrial area.** The Single Building Site Plan Alternative would attain this objective.
7. **Revitalize the Project Site by transitioning from underutilized agricultural land use to a modern-day commerce center.** The Single Building Site Plan Alternative would attain this objective.

5.4.3 Alternative 3: Reduced Intensity Alternative

The purpose of the Reduced Intensity Alternative is to reduce the impacts of the Proposed Project related to GHG emissions and VMT impacts, which are primarily associated with vehicular trips. These impacts were found to be less than significant with mitigation. Under this alternative, the Project Site would be developed with one smaller industrial building with a total square footage of 605,102 square feet. This alternative also eliminates Building 2, which comprises 71,961 square feet of building space. Site 2 would remain the same under this alternative with the trailer storage lot and the 100-square-foot guard shack. This alternative represents a reduction of approximately 30 percent (30%) of building square footage as compared to the Proposed Project. This alternative provides an additional 611 trailer stalls for trailer parking in lieu of Building 2. A site plan for the Reduced Density Alternative is shown on Figure 5-3.

When compared to the Proposed Project, this alternative would result in a 261,968-square-foot reduction of building space, 89 less parking stalls, 611 more trailer stalls, 27 fewer dock doors and one less grade door.

The configuration of the buildings is not relevant to the analysis of potential GHG emissions and VMT impacts. This analysis is solely related to the volume of traffic, which correlates to GHG emissions from automobile and truck trips. However, for purposes of analysis, it is assumed that the buildings would have a similar configuration as the Proposed Project and that other components of the Proposed Project related to access, landscaping, infrastructure, and other amenities would be the same.

Relevant to this alternatives analysis is the amount of average daily trip (ADT) generation. Applying the trip generation calculations for the Proposed Project (as presented in Table 4.13-2, Trip Generation Summary, in Section 4.13, Transportation), the Reduced Intensity Alternative would result in a net reduction in ADT compared to the Proposed Project. This alternative would result in approximately 1,911 ADT compared to 2,730 ADT with the Proposed Project.

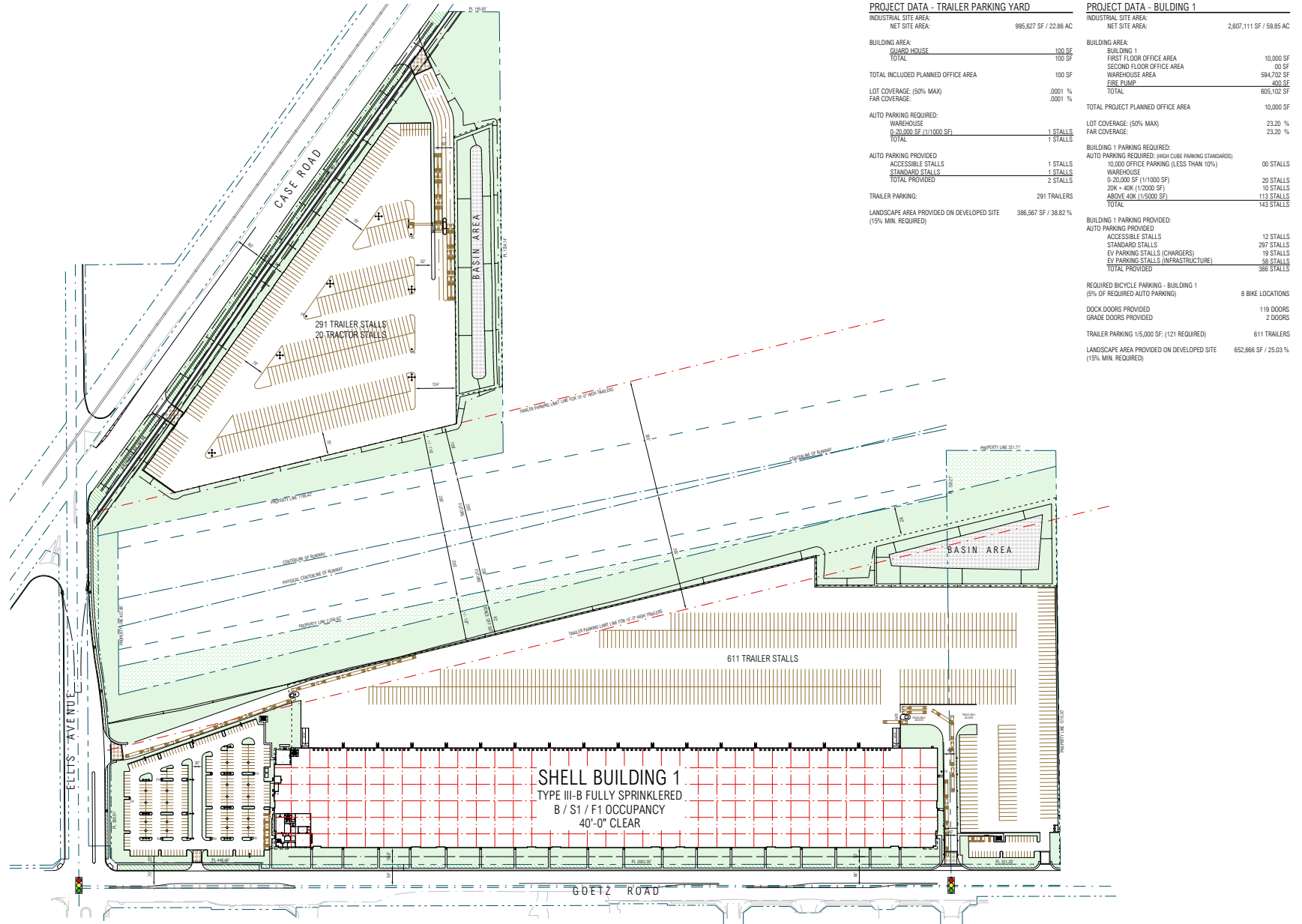
5.4.3.1 Impact Analysis

Aesthetics

Similar to the Proposed Project, development of the Reduced Intensity Alternative would alter the existing visual condition of the Project Site through the introduction of development on a previously vacant, undeveloped site. Although the building footprint would be approximately 30 percent smaller, it is expected that the overall visual appearance under this alternative would be similar, though reduced to some extent, to the Proposed Project and would not represent a significant impact. As with the Proposed Project, the development associated with the Reduced Intensity Alternative would comply with County of Riverside Ordinance No. 655, which addresses nighttime lighting that could affect the Palomar Observatory. With incorporation of the mitigation measure for construction lighting, the Reduced Intensity Alternative would have slightly reduced impacts as the Proposed Project related to aesthetics.

Air Quality

As with the Proposed Project, development of the Reduced Intensity Alternative would result in less than significant impacts related to sensitive receptors including health risk because the total trip generation would be approximately 30 percent lower than that for the Proposed Project. Therefore, localized emissions of diesel particulate matter and toxic air contaminants would be reduced. As with the Proposed Project, the Reduced Intensity Alternative would be consistent with the vehicular trips anticipated in the AQMP, thereby resulting in a less than significant impact related to consistency with the AQMP.



Source: RGA Office of Architectural Design 2024; CH Realty Partners, LLC. 2024.



Harris & Associates

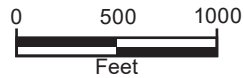


Figure 5-3

Alternative 3: Reduced Intensity Alternative

Perris Valley Industrial Project

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Implementation of the Reduced Intensity Alternative would affect the same construction impact area as the Proposed Project, and the construction assumptions with respect to the intensity of construction would be similar. Therefore, construction emissions and associated impacts would be less than significant, similar to the Proposed Project.

Because the building operations with the Proposed Project would be reduced with the Reduced Intensity Alternative, total operational emissions (which include area, energy, mobile, and on-site cargo handling equipment sources) would be lower than the Proposed Project due to the 261,968-square-foot reduction in the size of the buildings. Operational emissions would be reduced by approximately 30 percent consistent with the reduction in building size and trip generation (which is calculated based on building size). As with the Proposed Project, operational regional emissions generated with the Reduced Intensity Alternative would not exceed the South Coast AQMD thresholds of significance. Therefore, although the amount of emissions would be reduced, operational emissions and associated impacts would be less than significant, similar to the Proposed Project.

Biological Resources

The Reduced Intensity Alternative would involve the same construction impact area as the Proposed Project. Therefore, this alternative would result in the same temporary and/or permanent impacts to biological resources (including potential impacts to nesting birds, and burrowing owls) as with the Proposed Project. With incorporation of the mitigation measures, impacts to biological resources would be less than significant with both the Reduced Intensity Alternative and the Proposed Project.

Cultural Resources

There are no historic or known archeological resources within the Project Site. Therefore, no impact to historic or known archeological resources would occur with implementation of either the Reduced Intensity Alternative or the Proposed Project. The Reduced Intensity Alternative would involve the same construction impact area as the Proposed Project. Therefore, this alternative would result in the same potential impacts to unknown archaeological resources as the Proposed Project. With incorporation of the applicable mitigation measures, the Reduced Intensity Alternative would have similar impacts as the Proposed Project related to cultural resources.

Energy

Implementation of the Reduced Intensity Alternative would result in lower energy demand during construction compared to the Proposed Project because of the overall reduction in building size. The Reduced Intensity Alternative would involve development of one industrial building totaling

605,102 square feet, which is 261,968 square feet less than the Proposed Project. This alternative would result in reduced energy demand during operational activities. Therefore, the Reduced Intensity Alternative would have reduced energy impacts as compared to the Proposed Project. The Reduced Intensity Alternative would have less than significant impacts as compared to the Proposed Project related to energy.

Geology and Soils

The Reduced Intensity Alternative would involve the same construction impact area as the Proposed Project. Therefore, this alternative would result in the same potential impacts related to geology and soils and seismic hazards as the Proposed Project. With adherence to applicable building codes and incorporation of the recommendations from the site-specific geotechnical studies, the Proposed Project would not expose people or structures to substantial safety risks associated with geologic hazards. Further, because the construction impact area would be the same as the Proposed Project, this alternative would also have the potential to impact subsurface paleontological resources and the impact would be reduced to a less than significant level with mitigation. Therefore, with incorporation of mitigation measures, and adherence to applicable regulations, geology and soils impacts would be less than significant with implementation of the Reduced Intensity Alternative and the Proposed Project.

Greenhouse Gas Emissions

Implementation of the Reduced Intensity Alternative would result in lower energy demand during construction compared to the Proposed Project because of the reduction in building size. This alternative would also result in reduced emissions from all operational GHG sources because the emissions from each source would vary in direct proportion to the building size. Total operational emissions with mitigation (which include energy, mobile, solid waste, and water consumption sources) for this alternative would be approximately 6,964 MT CO₂e/yr (compared to 9,949 MT CO₂e/yr with the Proposed Project). Therefore, the Reduced Intensity Alternative would have lower GHG emission impacts than the Proposed Project. Therefore, like the Proposed Project, the GHG emissions under this alternative would be below the 10,000 MT CO₂e/yr threshold of significance and be considered less than significant.

Hazards and Hazardous Materials

Neither implementation of the Reduced Intensity Alternative nor the Proposed Project would result in a significant impact related to hazards or hazardous materials. Based on the location and condition of the Project Site, the Reduced Intensity Alternative and the Proposed Project would have no impact associated with hazardous emissions within 0.25 mile of a school, location on a hazardous materials site, or wildland fire. Land uses that would occur on-site under the Reduced Intensity Alternative would have a similar potential to handle and store hazardous materials as the Proposed Project, and similar impacts related to hazards associated with the Perris Valley Airport,

and emergency response/evacuation. A wind study was performed which concluded that the Reduced Intensity Alternative had no measurable effect on wind patterns, similar to the Proposed Project.

The Wind Tunnel Velocity Measurement Report analysis found that results for the high-performance landing zone and the student landing zone displayed similar trends as those for the Airport runway, with a general decrease in wind velocity effect observed at the parachute landing zones farther south and east with the Reduced Intensity Alternative in place, similar to the Proposed Project. The magnitude of these velocity reductions is less than the values observed for the existing conditions at the southern end of the runway across all measured wind directions. In each wind direction case, the resulting magnitude of the crosswind and vertical mean velocity with the Reduced Intensity Alternative in place is less than existing conditions observed at the southern end of the runway, similar to the Proposed Project. Additionally, increases in turbulence intensity were measured at the north end of the runway for wind direction between 212 degrees and 302 degrees, however, the magnitude of the turbulence is considered de minimis and was less than existing conditions measured at other runway locations.

In short, the Wind Tunnel Velocity Measurement Report confirmed that wind conditions over the runway and parachute landing zones with the Reduced Intensity Alternative would be no more severe than under the existing worst-case conditions at Perris Valley Airport, similar to the Proposed Project.

With incorporation of mitigation measures and mandatory regulatory compliance, both the Reduced Intensity Alternative and the Proposed Project would pose a less than significant hazard to the public or the environment related to hazards and hazardous materials.

Hydrology and Water Quality

The Reduced Intensity Alternative would involve development of the same area that would occur with implementation of the Proposed Project. Therefore, this alternative would result in similar impacts related to hydrology and water quality as the Proposed Project. Similar to the Proposed Project, development under this alternative would increase the amount of storm water runoff and alter existing drainage patterns due to the increase in the amount of impervious surfaces. As with the Proposed Project, application of BMPs and other regulatory requirements would ensure that impacts to hydrology and storm drain infrastructure are less than significant. An on-site storm drain system would be constructed to detain flows such that they are released from the site at near pre-development levels and would not result in impacts to storm drain facilities or flooding. As with the Proposed Project, with the incorporation of applicable regulatory requirements, the Reduced Intensity Alternative would have similar, less than significant impacts as the Proposed Project related to hydrology and flooding.

As with the Proposed Project, the Reduced Intensity Alternative would not involve excavation at depths that would encounter groundwater and would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

As with the Proposed Project, the Reduced Intensity Alternative would result in surface runoff after Project implementation. Surface runoff from a developed condition (with either this alternative or the Proposed Project) would have a different composition in comparison to the existing condition, which is undeveloped. This runoff is likely to include a similar amount and type of pollutants commonly found in urban runoff. The Proposed Project and this alternative would be required to comply with applicable regulations related to water quality, including, but not limited to the Municipal Separate Storm Sewer (MS4) and NPDES permit requirements, which would minimize potential short-term, construction-related and long-term, operational water quality impacts. With adherence to applicable regulatory requirements, the Reduced Intensity Alternative would have similar, less than significant impacts, as compared to the Proposed Project related to water quality during construction and operation.

Land Use and Planning

The City of Perris General Plan land use and zoning designation for the Project Site is Light Industrial. As with the Proposed Project, the Reduced Intensity Alternative would result in the development of an industrial project. Under this alternative, the Project Site would be developed in compliance with the relevant Standards and Guidelines outlined in the City's general plan and zoning code and would not result in significant land use impacts, as with the Proposed Project. The development of a 605,102-square-foot industrial building at the Project Site would be consistent with the relevant goals and policies of the City of Perris General Plan. The Reduced Intensity Alternative would have similar, less than significant, impacts as the Proposed Project related to land use and planning.

The Reduced Intensity Alternative would not conflict with regional planning programs addressing operations at Perris Valley Airport, nor would it conflict with Connect SoCal or the Peris Valley ALUCP. Development of the Proposed Project would also not conflict with these regional planning programs.

Noise

Because construction activities would be similar, implementation of the Reduced Intensity Alternative would result in similar noise impacts during construction as the Proposed Project. Construction noise impacts would be less than significant, similar to the Proposed Project.

As identified previously, the Reduced Intensity Alternative would generate fewer Project-generated trips than the Proposed Project (approximately 1,911 daily trips compared to 2,730 daily trips with the Proposed Project). The volume of trucks on the designated truck routes, including

Case Road and Goetz Road, would be lower than the Proposed Project, thereby reducing off-site noise levels from trucks. As with the Proposed Project, off-site traffic noise impacts would be less than significant with the Reduced Intensity Alternative, but reduced compared to the Proposed Project.

The Reduced Intensity Alternative would reduce the truck activity at the building loading docks compared to what would occur with the Proposed Project, thereby reducing operational noise potentially impacting nearby sensitive noise receivers. Therefore, this alternative would have a less than significant impact related to operational noise as with the Proposed Project, but reduced compared to the Proposed Project.

As with the Proposed Project, the Reduced Intensity Alternative would require mitigation to address noise levels from Perris Valley Airport operations resulting in a less than significant impact.

Recreation

As with the Proposed Project, recreational facilities would not be directly impacted under this alternative. Since the Proposed Project consists of industrial uses only, direct impacts to recreational facilities would be negligible. Additionally, as indicated above, a wind study was prepared which concluded that construction of the Proposed Project would have no effect on operations at Perris Valley Airport. The Wind Tunnel Velocity Measurement Report ultimately confirmed that wind conditions over the runway and parachute landing zones with the Reduced Intensity Alternative would be no more severe than under the existing worst-case conditions at Perris Valley Airport, similar to the Proposed Project. Under this alternative, impacts to recreation would be environmentally similar to the Proposed Project. Recreation is not a significant and unavoidable impact of the Proposed Project.

Transportation

As with the Proposed Project, this alternative would incorporate applicable City standards related to transportation and circulation, including construction of adjacent roadways and access improvements necessary to serve the Proposed Project, and construction of improvements to encourage pedestrian and bicycle travel, and transit use. The Reduced Intensity Alternative and the Proposed Project would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system; would not create hazards through design; and, would not result in inadequate emergency access. As with the Proposed Project, these impacts under this alternative would remain less than significant.

Construction and operation-related vehicle truck trips would be reduced under the Reduced Intensity Alternative and would decrease by approximately 30 percent. Trip generation is based on land uses and its associated square footage. This would result in a corresponding decrease in

overall VMT and proportional decrease in employees. Therefore, the resulting VMT per employee would be similar to the Proposed Project since it is based on Project generated VMT divided by number of employees. As a result, the Reduced Intensity Alternative would generate a similar VMT per capita, though below the City's threshold with incorporation of the TDM mitigation measure. However, with regards to trip generation, the Reduced Intensity Alternative would result in fewer vehicle and truck trips compared to the Proposed Project.

Tribal Cultural Resources

The Reduced Intensity Alternative would involve the same construction impact area. Although there are no known tribal cultural resources within the Project area, this alternative would result in the same potential impacts to tribal cultural resources within the Project area as the Proposed Project, should they be present. With incorporation of mitigation measures, the Reduced Intensity Alternative would have similar, less than significant impacts as the Proposed Project related to tribal cultural resources.

Utilities and Service Systems

As with the Proposed Project, the Reduced Intensity Alternative would increase the water demand, wastewater generation, and electricity demand at the Project Site compared to existing conditions where the site is undeveloped. Additionally, as discussed above under Hydrology and Water Quality, the Reduced Intensity Alternative would involve development of the same area that would occur with implementation of the Proposed Project and would generate a similar amount of storm water runoff. Although the total building size would be reduced, the overall utility infrastructure needed to serve the Reduced Intensity Alternative would be the same as the Proposed Project and would be located within the same construction impact area. Therefore, as with the Proposed Project, the Reduced Intensity Alternative would have similar, less than significant impacts as the Proposed Project related to the installation of utility infrastructure.

Due to the decreased building size, the Reduced Intensity Alternative would have reduced water demand and wastewater generation as compared to the Proposed Project. Therefore, the EMWD would have sufficient water to serve the Reduced Intensity Alternative. Similarly, there would be adequate capacity in the EMWD wastewater treatment facilities to treat wastewater generated by the Reduced Intensity Alternative. The Reduced Intensity Alternative and Proposed Project would have less than significant impacts related to water supply and wastewater treatment.

As with the Proposed Project, construction and operation of industrial uses under the Reduced Intensity Alternative would comply with applicable local and state regulations related to solid waste management and diversion of solid waste from landfills. The Reduced Intensity Alternative and Proposed Project would have less than significant impacts related to solid waste.

5.4.3.2 Avoid or Substantially Lessen the Significant Impacts of the Project

Due to the 30 percent reduction in building size with the Reduced Intensity Alternative, there would be a related 30 percent reduction in average daily trip generation, including truck trips. For all other topical areas, similar or reduced impact levels would occur with the Reduced Intensity compared to the Proposed Project.

5.4.3.3 Ability to Meet Project Objectives

8. **Allow for the development of a professional, well-maintained, and attractive light industrial warehousing complex that is compatible with nearby residential neighborhoods.** The Reduced Intensity Alternative would attain this objective.
9. **Develop industrial land uses on the Project Site consistent with the City of Perris Comprehensive General Plan 2030 policies and objectives.** The Reduced Intensity Alternative would attain this objective.
10. **Provide additional employment opportunities for area residents consistent with SCAG's Connect SoCal 2024 Plan which promotes a balance of job and housing opportunities in local areas to reduce long commutes from home to work.** The Reduced Intensity Alternative would attain this objective, but not to the same extent as the Proposed Project since the reduced building size would also reduce the number of potential jobs created (when considering jobs are based on a certain number of employees per square foot of development).
11. **Develop industrial land uses that are compatible with the existing use of Perris Valley Airport and the Skydive Perris operation.** The Reduced Intensity Alternative would attain this objective.
12. **Provide additional industrial warehousing opportunities adjacent to designated truck routes within the City of Perris.** The Reduced Intensity Alternative would attain this objective.
13. **Expand economic development and facilitate job creation in the City of Perris by establishing a new industrial development area adjacent to an already-established industrial area.** The Reduced Intensity Alternative would attain this objective, but not to the same extent as the Proposed Project since the reduced building size would also reduce the number of potential jobs created (when considering jobs are based on a certain number of employees per square foot of development).
14. **Revitalize the Project Site by transitioning from underutilized agricultural land use to a modern-day commerce center.** The Reduced Intensity Alternative would attain this objective.

5.5 Environmentally Superior Alternative

CEQA requires the identification of an environmentally superior alternative. Section 15126.6(e)(2) of the CEQA Guidelines states that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the

other alternatives. Table 5-1 provides a summary comparison of the alternatives with the Proposed Project to highlight if each alternative would result in a similar, greater, or lesser impact regarding potentially significant impacts. In addition, Table 5-2 provides a summary comparison of the alternatives with the proposed project to determine if each alternative would meet the objectives of the Proposed Project.

The No Project/No Development Alternative has the least impact to the environment because it would not involve any construction activities or warehouse operations. There would be no impacts related to air quality, biological resources, greenhouse gas emissions, land use planning and no VMT impacts. However, this alternative would not receive benefit from the stormwater drainage and water quality filtration features that would be constructed as part of the Proposed Project. Additionally, under the No Project/No Development Alternative a decrease in effect and magnitude of velocity and magnitude of turbulence compared to existing conditions would not occur when compared to the Proposed Project. Further, none of the objectives established for the Proposed Project would be met.

With regard to the remaining development alternative, the Reduced Intensity Alternative is environmentally superior to the Proposed Project. Due to the 30 percent reduction in building size with the Reduced Intensity Alternative, there would be a related 30 percent reduction in average daily trip generation, including truck trips. However, the potentially significant and unavoidable impacts associated with the ALUC consistency finding would be the same as the Proposed Project under this alternative. As shown in Table 5-2, the Reduced Intensity Alternative would result in reduced impacts related to air quality, energy, GHG emissions, noise, and utilities and service systems. For the other impact categories, the level of impact would be similar as compared to the Proposed Project. The Reduced Intensity Alternative would attain some of the Project objectives, but not to the same extent as the Proposed Project as there would be less employment generation and less economic benefit to the City.

Table 5-1. Comparison of Potentially Significant Impacts for Alternatives to the Project

Impact	Proposed Project		Alternatives		
	Without Mitigation	With Mitigation	No Project	Alternative 2	Alternative 3
Section 4.1, Aesthetics					
Threshold AE-1: Scenic Vistas	LS		NI (less)	LS (similar)	LS (similar)
Threshold AE-2: Scenic Resources	LS		NI (less)	LS (similar)	LS (similar)
Threshold AE-3: Degradation of Existing Visual Character or Conflict with Zoning or Regulations for Scenic Quality	LS		NI (less)	LS (similar)	LS (less)
Threshold AE-4: Light and Glare	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Section 4.2, Air Quality					
Threshold AQ-1: Consistency with Applicable Air Quality Plan	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Threshold AQ-2: Cumulative Increase in Criteria Pollutant Emissions	PS	LSM	NI (less)	LSM (similar)	LSM (less)
Threshold AQ-3: Sensitive Receptors	LS		NI (less)	LS (similar)	LS (less)
Threshold AQ-4: Odors	LS		NI (less)	LS (similar)	LS (less)
Section 4.3, Biological Resources					
Threshold BIO-1: Candidate, Sensitive, or Special-Status Species	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Threshold BIO-2: Riparian Habitat and Other Sensitive Natural Communities	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Threshold BIO-3: Wetlands	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Threshold BIO-4: Native Resident or Migratory Fish or Wildlife Species	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Threshold BIO-5: Conflict with Tree Preservation Policy or Ordinance	LS		NI (less)	LS (similar)	LS (similar)
Threshold BIO-6: Conflict with Habitat Conservation Plan	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Section 4.4, Cultural Resources					
Threshold 1: Historical Resources	LS		NI (less)	LS (similar)	LS (similar)

Table 5-1. Comparison of Potentially Significant Impacts for Alternatives to the Project

Impact	Proposed Project		Alternatives		
	Without Mitigation	With Mitigation	No Project	Alternative 2	Alternative 3
Threshold 2: Archaeological Resources	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Threshold 3: Human Remains	LS		NI (less)	LS (similar)	LS (similar)
Section 4.5, Energy					
Threshold EN-1: Wasteful or Inefficient Energy Usage	LS		NI (less)	LS (similar)	LS (less)
Threshold EN-2: Conflict with Renewable or Energy Efficiency Plan	LS		NI (less)	LS (similar)	LS (similar)
Section 4.6, Geology and Soils					
Threshold GEO-1: Exposure to Seismic-Related Hazards	LS		NI (less)	LS (similar)	LS (similar)
Threshold GEO-2: Soil Erosion or Topsoil Loss	LS		NI (less)	LS (similar)	LS (similar)
Threshold GEO-3: Geologic Stability	LS		NI (less)	LS (similar)	LS (similar)
Threshold GEO-4: Expansive Soils	LS		NI (less)	LS (similar)	LS (similar)
Threshold GEO-5: Septic Tanks or Alternative Wastewater Disposal Systems	NI		NI	NI	NI
Threshold GEO-6: Paleontological Resources	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Section 4.7, Greenhouse Gas Emissions					
Threshold GHG-1: Generation of Greenhouse Gas Emissions	PS	LSM	NI (less)	LSM (less)	LSM (less)
Threshold GHG-2: Conflict with Applicable Plan	PS	LSM	NI (less)	LSM (less)	LSM (less)
Section 4.8, Hazards and Hazardous Materials					
Threshold HAZ-1: Transportation, Use, and Disposal of Hazardous Materials	PS	LSM	NI (less)	LSM (similar)	LSM (less)
Threshold HAZ-2: Accidental Releases	PS	LSM	NI (less)	LSM (similar)	LSM (less)
Threshold HAZ-3: Hazards to Nearby Schools	LS		NI (less)	LS (similar)	LS (similar)
Threshold HAZ-4: Hazardous Materials Sites	LS		NI (less)	LS (similar)	LS (similar)
Threshold HAZ-5: Hazards from Nearby Airports	LS		NI (less)	LS (similar)	LS (similar)

Table 5-1. Comparison of Potentially Significant Impacts for Alternatives to the Project

Impact	Proposed Project		Alternatives		
	Without Mitigation	With Mitigation	No Project	Alternative 2	Alternative 3
Threshold HAZ-6: Emergency Response or Evacuation Plans	LS		NI (less)	LS (similar)	LS (similar)
Threshold HAZ-7: Wildland Fires	LS		NI (less)	LS (similar)	LS (similar)
Section 4.9, Hydrology and Water Quality					
Threshold HYD-1: Water Quality Standards	LS		NI (greater)	LS (similar)	LS (similar)
Threshold HYD-2: Groundwater Supplies	LS		NI (less)	LS (similar)	LS (less)
Threshold HYD-3: Site Drainage and Hydrology	LS		NI (greater)	LS (similar)	LS (similar)
Threshold HYD-5: Conflict with Water Quality Control Plan or Sustainable Groundwater Management Plan	LS		NI (similar)	LS (similar)	LS (similar)
Section 4.10, Land Use and Planning					
Threshold LU-1: Physical Division of Established Community	LS		NI (less)	LS (similar)	LS (similar)
Threshold LU-2: Conflict with Applicable Land Use Plans, Policies, and Regulations	LS		NI (less)	LS (similar)	LS (similar)
Section 4.11, Noise					
Threshold N-1: Exceedance of Noise Standards	PS	LSM	NI (less)	LSM (similar)	LSM (less)
Threshold N-2: Excessive Groundborne Vibration or Noise	LS		NI (less)	LS (similar)	LS (similar)
Threshold N-3: Aircraft Noise	LS		NI (less)	LS (similar)	LS (similar)
Section 4.12, Recreation					
Threshold REC-1: Deterioration of Parks and Recreational Facilities	LS		NI (less)	LS (similar)	LS (similar)
Threshold REC-2: Construction or Expansion of Recreational Facilities	NI		NI (less)	NI (similar)	NI (similar)
Section 4.13, Transportation					
Threshold TR-1: Circulation System Performance	LS		NI (less)	LS (less)	LS (less)
Threshold TR-2: Induction of Substantial Vehicle Miles Traveled	PS	LSM	NI (less)	LS (similar)	LS (less)

Table 5-1. Comparison of Potentially Significant Impacts for Alternatives to the Project

Impact	Proposed Project		Alternatives		
	Without Mitigation	With Mitigation	No Project	Alternative 2	Alternative 3
Threshold TR-3: Hazardous Design Features	LS		NI (less)	LS (similar)	LS (similar)
Threshold TR-4: Inadequate Emergency Access	LS		NI (less)	LS (similar)	LS (similar)
Section 4.14, Tribal Cultural Resources					
Threshold TCR-1: Tribal Cultural Resources	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Section 4.15, Utilities and Service Systems					
Threshold USS-1: New or Expanded Utilities Facilities	LS		NI (less)	LS (similar)	LS (similar)
Threshold USS-2: Water Supply Availability	LS		NI (less)	LS (similar)	LS (less)
Threshold USS-3: Wastewater Treatment Capacity	LS		NI (less)	LS (similar)	LS (less)
Threshold USS-4: Solid Waste Generation	LS		NI (less)	LS (similar)	LS (less)
Threshold USS-5: Compliance with Solid Waste Regulations	LS		NI (less)	LS (similar)	LS (similar)

Notes: LS = Less than Significant Impact; LSM = Less than Significant with Mitigation, NI = No Impact; PS = Potentially Significant Impact; SU = Significant and Unavoidable

Table 5-2. Ability of Project Alternatives to Meet the Project Objectives

Project Objectives	Ability of Alternatives to Meet the Project Objectives		
	No Project	Alternative 2	Alternative 3
1. Allow for the development of a professional, well-maintained, and attractive light industrial warehousing complex that is compatible with nearby residential neighborhoods.	No	Yes	Yes
2. Develop industrial land uses on the Project Site consistent with the City of Perris Comprehensive General Plan 2030 policies and objectives.	No	Yes	Yes
3. Provide additional employment opportunities for area residents consistent with SCAG's Connect SoCal 2024 Plan which promotes a balance of job and housing opportunities in local areas to reduce long commutes from home to work.	No	Yes	Yes, but not to the same extent as the Proposed Project

Table 5-2. Ability of Project Alternatives to Meet the Project Objectives

Project Objectives	Ability of Alternatives to Meet the Project Objectives		
	No Project	Alternative 2	Alternative 3
4. Develop industrial land uses that are compatible with the existing use of Perris Valley Airport and the Skydive Perris operation.	No	Yes	Yes
5. Provide additional industrial warehousing opportunities adjacent to designated truck routes within the City of Perris.	No	Yes	Yes
6. Expand economic development and facilitate job creation in the City of Perris by establishing a new industrial development area adjacent to an already-established industrial area.	No	Yes	Yes, but not to the same extent as the Proposed Project
7. Revitalize the Project Site by transitioning from underutilized agricultural land use to a modern-day commerce center.	No	Yes	Yes

Chapter 6 Other CEQA Considerations

Section 15128 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) requires that an Environmental Impact Report (EIR) contain a brief statement disclosing the reasons why various possible significant effects of a project were found not to be significant and, therefore, would not be discussed in detail in the EIR. The City of Perris reviewed the Perris Airport Logistics Center Project (Proposed Project) against the environmental issue areas in Appendix G of the CEQA Guidelines. All environmental issue areas, including those found to have potentially significant impacts, are addressed in Chapter 4, Environmental Analysis, of this EIR except the following: Agriculture and Forestry Resources, Mineral Resources, Population and Housing, Public Services, and Wildfire. These environmental issue areas were determined to result in no impact or a less than significant impact from implementation of the Proposed Project and, therefore, are addressed separately in Section 6.1, Impacts Found Not to Be Significant, of this chapter.

In addition, Section 15126 of the CEQA Guidelines requires that all aspects of a project be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. As part of this analysis, the EIR must identify the following three components, which are also addressed in this chapter:

- Significant environmental impacts that could not be avoided if the project is implemented (addressed in Section 6.2, Significant and Unavoidable Environmental Impacts)
- Significant, irreversible environmental impacts that would be involved in the project should it be implemented (addressed in Section 6.3, Significant and Irreversible Changes Due to the Proposed Project).
- Growth-inducing impacts of the project (addressed in Section 6.4, Growth-Inducing Impacts)

6.1 Impacts Found Not to Be Significant

A Notice of Preparation (included as Appendix A of this EIR) and initial study were prepared in accordance with CEQA Guidelines Section 15063(c), during the environmental scoping process.

Section 15128 of the CEQA Guidelines states that “an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR”. The Notice of Preparation for this EIR, included in Appendix A, identified environmental issues for which it was determined the Project would result in no impact or less than significant impacts. This included the following topical issues:

- Agriculture and Forestry
- Mineral Resources

- Population and Housing
- Public Services
- Recreation
- Wildfire

In accordance with CEQA Guidelines Section 15128, a brief justification regarding the effects found not to be significant (e.g., the environmental resource areas not analyzed in Chapter 4) can be found in Appendix A.

6.2 Significant and Unavoidable Environmental Impacts

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that could not be avoided, even with the implementation of feasible mitigation measures. The environmental effects of the project on various aspects of the environment are discussed in detail in Chapter 4 of this EIR.

This EIR did not determine any significant and unavoidable environmental impact that would result from development of the Proposed Project.

6.3 Significant Irreversible Changes Due to the Proposed Project

Section 15126.2(d) of the CEQA Guidelines requires a discussion of any significant, irreversible environmental changes that would be caused by the project. Generally, a project would result in significant, irreversible environmental impacts if the following would occur:

- The project would involve a large commitment of nonrenewable resources.
- The primary and secondary impacts would generally commit future generations to similar uses (e.g., a highway improvement that provides access to a previously inaccessible area).
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project.
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Implementation of the Proposed Project would involve construction of new industrial warehouse buildings and additional trailer truck storage spaces within the City of Perris. Therefore, additional commitment of nonrenewable and/or slowly renewable energy resources, natural resources, and human resources would be necessary. Irreversible construction materials, such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metal, water, etc., would be consumed, and increased commitment of social services and public maintenance services such as police, fire, sewer, water, solid waste, natural gas services, etc., would also be required. These energy and social service commitments would be long-term obligations. Once these commitments

are made, it is improbable that the project area would revert to its current condition. Additional development intensities can be more readily accommodated with minimal physical impact, relieving development pressure from other areas where more intensive use of nonrenewable resources would be necessary. Nonetheless, the Proposed Project would result in significant irreversible changes to the environment throughout the lifespan of the structures.

6.4 Growth-Inducing Impacts

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the proposed project could directly or indirectly foster economic or population growth or the construction of additional housing in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?
- Would this project result in the need to expand one or more public services to maintain desired levels of service?
- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which the Proposed Project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this EIR.

Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

The Project Site is located in the developing area of southeast Perris. Implementation of the Proposed Project would make improvements to the existing infrastructure that is available in the Project Area to allow increased development intensities, including removal of a 15-inch sewer line and replacing it with a 21-inch sewer line, as well as improvements to adjacent roadways consistent with the City of Perris General Plan Circulation Element. Although the Proposed Project is expected to remove some obstacles to growth through improvements to existing infrastructure, the

growth in employment opportunities is expected to be filled by the existing population in the area. The Proposed Project does not propose any changes to existing land development regulations.

Would this project result in the need to expand one or more public services to maintain desired levels of service?

As discussed in the Notice of Preparation and associated Initial Study (see Appendix A), the Proposed Project would not require additional public services to maintain desired levels of service at buildout. Therefore, project implementation would not result in service capacity beyond what is approved, nor would there be physical or significant environmental impacts. The Proposed Project would not, therefore, have significant growth-inducing consequences with respect to public services.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

During project construction, a number of design, engineering, and construction-related jobs would be created, which would be a direct, growth-inducing effect of the Proposed Project. However, the Proposed Project would create jobs within the City that would be expected to be filled by the existing regional population. The job creation, both in the short-term during construction and the long-term at the proposed warehouse, would not be of a magnitude to induce substantial population growth. Additionally, the Project Site is currently vacant and therefore implementation of the Proposed Project would not necessitate the construction of replacement housing. Additionally, the Proposed Project would create employment opportunities in a housing rich area and is expected to reduce vehicle miles traveled (VMT) and thereby reduce air quality impacts. Therefore, although the Proposed Project would have a direct growth-inducing effect, indirect growth-inducing effects would be minimized due to the balance of land uses set forth by the City's adopted General Plan.

Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

The Proposed Project is consistent with the current light industrial land use and zoning designations for the Project Site. No changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, fire codes) are proposed or required to implement the Proposed Project. Mitigation measures have been identified in the preceding Sections 4.1 to 4.15 to ensure that the Proposed Project complies with all applicable City plans, policies, ordinances, etc. This would ensure that there are no conflicts with adopted land development regulations and that environmental impacts are minimized.

Pressures to develop other land in the surrounding area may derive from regional economic conditions and market demands for housing, commercial, office, and industrial land uses that may be directly or indirectly influenced by the Proposed Project. As the development intensity associated with the Proposed Project is allocated to future development, proposals may arise to

further amend the General Plan and Zoning Code. However, these amendments would require a full environmental analysis of the impacts of such actions. Therefore, although the Proposed Project may be considered a precedent-setting action, the impacts of subsequent similar actions would require environmental analysis and associated mitigation to ensure that subsequent impacts would not significantly affect the environment.

6.4.1 Elimination of Obstacles to Growth

Elimination of obstacles to growth refers to the extent to which a proposed project removes infrastructure limitations or provides infrastructure capacity, or removes regulatory constraints that could result in growth unforeseen at the time of project approval.

The elimination of either physical or regulatory obstacles to growth is considered a growth-inducing effect although not necessarily a significant one. A physical obstacle to growth typically involves the lack of public service infrastructure. The extension of public service infrastructure, including roadways, water mains, and sewer lines, into areas that are not currently provided with these services would be expected to support new development. Similarly, the elimination or change to a regulatory obstacle, including existing growth and development policies, could result in new growth.

6.4.2 Economic Expansion or Growth

Economic effects refer to the extent to which a proposed project could cause increased activity in the local or regional economy. Economic effects can include such effects as the “multiplier effect.” A “multiplier” is an economic term used to describe interrelationships among various sectors of the economy. The multiplier effect provides a quantitative description of the direct employment effect of a project and the indirect and induced employment growth. The multiplier effect acknowledges that the on-site employment and population growth of each project is not the complete picture of growth caused by the project.

The Proposed Project would affect the local economy through the construction of two warehouse buildings intended to attract distribution firms seeking an inland empire base from which to service their clientele. The proposed warehouse buildings would provide employment opportunities for residents of the City and surrounding area, and reduce VMT and commuting time to employment further away from the City.

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Chapter 7 List of Preparers and Agencies Consulted

This chapter lists the lead agency and consultants who prepared this Environmental Impact Report (EIR) and technical reports and the agencies that provided information used in the preparation of this EIR.

7.1 Environmental Impact Report Preparation

7.1.1 Lead Agency

Lead Agency

Kenneth Phung, Director of Development Services

Patricia Brenes, Planning Manager

Nathan Perez, Senior Planner

7.1.2 Consultants

Harris & Associates

William Halligan, Esq., Senior Director/Senior Environmental Counsel

Yliana Ortega, Assistant Project Manager

Sharon Toland, Senior Air Quality and Noise Specialist

Donna Beddow, Senior Archaeologist

Bobby Bolger, On-Call Archaeologist

Lindsey Messner, Technical Editor

Randy Deodat, GIS Analyst

7.2 Technical Reports

7.2.1 Air Quality Analysis – Harris & Associates

Sharon Toland, Air Quality and Greenhouse Gas Specialist

Kelsey Hawkins, Air Quality and Greenhouse Gas Analyst

7.2.2 Biological Technical Report – Cadre Environmental

Ruben Ramirez, Research Biologist

7.2.3 Geotechnical Investigation – Southern California Geotechnical

Joseph Lozano Leon, Staff Engineer

Gregory K. Mitchell, GE, Principal Engineer

7.2.4 Greenhouse Gas Emissions Analysis – Harris & Associates

Sharon Toland, Air Quality and Greenhouse Gas Specialist

Kelsey Hawkins, Air Quality and Greenhouse Gas Analyst

7.2.5 Noise Technical Report – Harris & Associates

Sharon Toland, Noise Specialist

Kelsey Hawkins, Noise Analyst

7.2.6 Preliminary Drainage Study – Albert A. Webb Associates

Sarah Kowalski, PE, Senior Engineer

7.2.7 Project Specific Water Quality Management Plan – Albert A. Webb Associates

Sarah Kowalski, PE, Senior Engineer

7.2.8 Traffic Analysis and VMT Analysis – Urban Crossroads

Charlene So, PE

Aric Evatt

7.3 Agencies Consulted

7.3.1 Eastern Municipal Water District

Joe Mouawad, P.E., General Manager

Chapter 8 References

Executive Summary

None.

Chapter 1: Introduction

None.

Chapter 2: Project Description

None.

Chapter 3: Environmental Settings

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Chapter 5: Alternatives

None.

Chapter 6: Other CEQA Considerations

None.