

March Plaza Project

**RESPONSES TO COMMENTS RECEIVED AFTER THE PLANNING COMMISSION HEARING OF
MARCH 19, 2025**

The following letter was received by the City of Perris after the Planning Commission public hearing of March 19, 2025 for the March Plaza Project (DPR 22-00031, PLN23-05028, and PLN23-05029). Although not required under the California Environmental Quality Act (CEQA), this document responds to those comments.

Comment Letters Received After the March 19, 2025 Planning Commission Hearing

Letter or Public Comment No. and Commenter	Date Received
Public Comment Letters	
1 Richard Drury; Lozeau Drury, LLP	March 19, 2025

Background

During the March 19 public hearing, the Planning Commission recommended that the City Council adopt the Mitigated Negative Declaration (MND) and approve the March Plaza Project. The Final MMND was prepared in February 2025 following a required 30-day public review period that ended on December 20, 2024. Although not required under CEQA, the Final MND included responses to all written comments received by the City through that date.

Additional letters from the same commenter were previously received on the following dates:

- December 19, 2024
- December 30, 2024 (two letters)

Responses to these comment letters were included in the Final MND that was recommended for adoption by the Planning Commission on March 19, 2025.

Previous to that hearing, but after the 30-day public review period had concluded for the MND, the same commenter submitted additional letters addressing similar concerns, dated as follows:

- February 12, 2025
- February 18, 2025

Although not required under CEQA, responses to these comment letters were provided to the Planning Commission for their consideration in their public hearing of March 19, 2025.

The responses to the latest letter dated March 19, 2025, address technical issues raised in all previous related correspondence, focused on the issues of biological resources, air quality, and noise, which were the basis of alleged deficiencies in the MND. Thus, the responses that follow directly address the issues raised in previous correspondence.

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COMMENTER: Richard Drury; Lozeau Drury, LLP

DATE: March 19, 2025

Response

This responds to a letter received after the City of Perris Planning Commission recommended adoption of the of the Mitigated Negative Declaration (MND) for and approval of the March Plaza Project (DPR 22-00031, PLN23-05028, and PLN23-05029) to the City Council. The City Council has not yet taken action on the project. The letter supplements two previous letters received from the same commenter, dated February 12, 2025 and February 18, 2025. Responses to the comments received on those previously submitted letters were included in the agenda packet for the March 19, 2025 Planning Commission meeting. These letters in turn raise similar points to those raised in three letters submitted by the same commenter, dated December 19, 2024, and two letters dated December 30, 2024, responses to which were included in the Final MND considered by the Planning Commission.

In the new March 19 letter, the commenter expands on the same issues raised in the previous letters, re-iterating the opinion that “there is a fair argument that the Project may have significant adverse impacts on noise/vibration, biological resources, and air quality,” and that an Environmental Impact Report (EIR) should be prepared to address these issues. The following expands on the previous responses the City provided to those letters, which are already part of the record and considered by the Planning Commission when it recommended project approval to the City Council on March 19, 2025.

Because the letter’s assertion of a “fair argument” focuses on the adequacy of the analysis of technical issues of biological resources, air quality, and noise/vibration, the following responses addresses each issue in turn.

Biological Resources

A walking field survey of the project site was conducted on May 6, 2016 and a Biological Resources Survey letter of findings with site photographs was prepared and dated June 10, 2016. The field survey and 2016 Biological Resources Survey were conducted and prepared by David Wolff of Sage Institute, Inc. The 2016 Biological Resources Survey formed the basis of the analysis in the Negative Declaration prepared for the original March Plaza Project (Conditional Use Permit 16-05165, Tentative Parcel Map 16-05166, and Conditional Use Permit 16-05171) that was approved in 2017. As discussed in the MND for the current March Plaza Project, the required infrastructure improvements have been completed, the entire site was mass graded, and one of the approved buildings (Building “E” – a 7-Eleven store) was constructed.

In response to the recent comments by Lozeau Drury, David Wolff, now of David Wolff Environmental (DWE) prepared an updated Biological Resources Assessment of the project site dated May 6, 2025, which also included a critical analysis of the conclusions included in the IS/MND. The 2025 Biological Resources Assessment also addressed the technical issues raised in the previous letters provided by Lozeau Drury, LLP in February 2025. As part of the 2025 Biological Resources Assessment, DWE conducted a project site visit on April 12, 2025, to review the actual physical conditions on the ground at that time, including the habitat potential of the site.

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DWE review of Google Earth aerial images show that the project site has been disced annually as far back as 2002 as evidenced by minimal vegetation cover present and discing furrows in the available aerial images. The only change in existing conditions between 2016 and the present is the onsite development of the 7-Eleven convenience store and gas station, public driveway, sidewalk, curb and gutter improvements, associated temporary stormwater detention basin/swale discharging to the Perris Valley Storm Channel Lateral B, and the increase in surrounding development. The only plant species observed by DWE in 2025 in the un-disked fringes of the project site included non-native foxtail barley, mustards, filaree, sow thistle, and tumbleweed, with small occurrences native common fiddleneck and California goldfields (both of which are widely distributed throughout California). The only wildlife observed were gopher mounds in the un-disked fringes and killdeer that are commonly found in disturbed land. A set of representative photographs from the 2016 and 2025 field surveys documenting existing conditions of biological resources is provided as an attachment to the 2025 Biological Resources Assessment.

The comment letters from Lozeau Drury, LLP, claim that the project would have significant impacts on the following biological resource issues:

- Habitat Loss
- Interference with Wildlife Movement
- Traffic Impacts to Wildlife
- Cumulative Impacts

Each of these issues is discussed below.

Habitat Loss – The 4.37-acre project site supports only disturbed ruderal habitat dominated by non-native weedy herbaceous species with few scattered native plant species. The annual disking for at least the past 23 years and recent mass grading for the prior approved project provides de minimis plant and wildlife habitat values. The project location in the overall mosaic of existing development and chain link fence along the flood control lateral substantially limits the opportunity for any wildlife occupation of the site. Any predictive speculation on the productivity for wildlife breeding at the project site and potential for loss of productivity is not based on the clearly established existing conditions. Given the limited and low value habitat for plants and wildlife, loss of habitat impacts from project development would be considered less than significant. Accordingly, the commenter has not presented substantial evidence supporting a fair argument the project may cause a significant impact related to habitat loss.

Interference With Wildlife Movement – The project site is bordered and surrounded by existing industrial development, four lane roads on two sides, and chain link fence along the flood control lateral. Given these appropriately defined existing conditions, the MND accurately concluded that development of the 4.37-acre project site would have no impacts on wildlife movement as there is no current basis for any substantial occupation by wildlife or a nearby source of wildlife to occupy the site. Accordingly, the commenter has not presented substantial evidence supporting a fair argument the project may cause a significant impact related to interference with wildlife movement.

Traffic Impacts to Wildlife – The commenter’s suggestion that the project would result in an increase of wildlife mortality (road kill) is based on their mathematical model that is pure speculation based on unsubstantiated predictive wildlife usage. Further, the commenter citing wildlife mortality across North America, or hundreds of miles away from the project site, has no basis in establishing existing conditions or any empirical project impact analysis. As documented in the 2016 Biological Resources Survey and the 2025 Biological Resources Assessment, terrestrial wildlife usage is limited to gopher

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occupation surviving amongst the annual disking and recent mass grading. The chain link fence along the flood control lateral precludes wildlife that may use that channel area from accessing the project site. Birds likely would continue to use the project landscaping for food, cover, and nesting and do not need to use roads for crossing on the ground subject to traffic impact. Accordingly, the commenter has not presented substantial evidence supporting a fair argument the project may cause a significant impact related traffic impacts to wildlife.

Cumulative Impacts – The City of Perris participates in the implementation of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). One of the overriding principles of the MSHCP (or any multi-jurisdiction regional habitat conservation plan) is to provide for regional conservation of biodiversity in areas identified as appropriate for the long-term conservation of habitat and species. The project applicant would be required to pay the appropriate MSHCP fees that contribute to the regional conservation of biological resources that in essence mitigates impacts from regional habitat loss to a less than significant level. As such, the cumulative impacts of the project on biological resources are automatically mitigated to a less than significant level as the basic premise of the MSHCP.

In addition, the 2025 Biological Resources Assessment concludes that the mitigation measure required to address potential impacts to the burrowing owl (project-specific mitigation measure MM BR-1) is appropriate and adequate as proposed. The burrowing owl is a covered species under the MSHCP that provides the basis of project-specific mitigation measure MM BR-1 to avoid and minimize impacts on the burrowing owl. In the unlikely event of burrowing owl occupation of the project site (no ground squirrel burrows), project-specific mitigation measure MM BR-1 provides for any project impacts and measures to avoid and minimize impacts to be approved by the City, California Department of Fish and Wildlife, and U.S. Fish and Wildlife Service. As a covered species under the MSHCP any change in listing status is irrelevant as the City is a participant in the MSHCP. Accordingly, the commenter has not presented substantial evidence supporting a fair argument the project may cause a cumulative significant impact to biological resources.

In summary, the 2025 Biological Resources Assessment analysis concluded that :

“...the [Initial Study]/MND accurately analyzes and concludes that there is either no impact on biological resources or less than significant impacts on biological resources with mitigation. A comment letter on the [Initial Study]/MND suggested otherwise using a predictive mathematical model that is pure speculation. The commentor’s mathematical speculation suggests a wildlife species richness that clearly does not take into account the lack of wildlife habitat in the surrounding development as a source of wildlife to the project site, the ongoing years of at least annual disking, and mass grading of the entire site as part of the first phase of development (the 7-Eleven, etc.) that substantially limits food and cover resources, and subsequent usage/occupation by wildlife. It provides little to no empirical evidence for their speculative findings, whereas the 2016 [Biological Resources Survey] and this 2025 [Biological Resources Assessment] field surveys and analysis provide the true existing conditions that were appropriately used as the basis for the [Initial Study]/MND impact analysis.”

In short, based on the record, including recent technical information prepared by a qualified biologist highly familiar with the site, which is itself based on an April 2025 site visit and historical data investigation, that there is no evidence-based “fair argument” that may be made that biological impacts are potentially significant.

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The 2025 Biological Resources Assessment in its entirety, including recent site photos taken in April 2025, is attached to this response.

Air Quality

The MND analysis of potential air quality impacts associated with the proposed project is based on the Air Quality and Greenhouse Gas Emissions Report prepared by Envicom Corporation and dated January 2024. The Air Quality and Greenhouse Gas Emissions Report is included as Appendix A to the MND.

The comment letters from Lozeau Drury, LLP, claim that the project would have significant impacts on the following air quality issues:

- Environmental Setting Description
- Cancer Risks from Diesel Particulate Emissions
- Greenhouse Gas Impacts
- Air Quality Mitigation

In response to technical issues related to air quality, Envicom prepared a detailed letter dated May 9, 2025 addressing each issue. The letter also addresses issues raised in previous correspondence from Lozeau Drury sent to the City in connection with this project, dated December 30, 2024, February 12, 2025, and February 18, 2025.

Each of the air quality issues is discussed below with the individual detailed responses provided in the Envicom May 9, 2025 letter which is attached to this response.

Environmental Setting Description – The comments claim that the MND inadequately described the existing environmental setting citing information provided in the letters from Soil Water Air Pollution Enterprises (SWAPE) which are attached to the letters from Lozeau Drury. However, there is no information supplied in the SWAPE letters, not already present in the Air Quality and Greenhouse Gas Emissions Report or MND, which is vital or essential to the Project Description of the project in regard to air quality or greenhouse gas emissions impacts and there is no substantive argument made that would suggest otherwise. Any potential changes to the air quality environmental setting discussion would not change the analysis or conclusions of the Air Quality and Greenhouse Gas Emissions Report or the MND.

Cancer Risks from Diesel Particulate Emissions – The comments claim that the SWAPE letters show that there is a fair argument the project may create significant cancer risks. However, SWAPE’s analysis uses PM10 emissions, as reported in the Air Quality and Greenhouse Gas Emissions Report, as a surrogate for diesel particulate matter. For construction, PM10 is generated from soil disturbance (dust) and exhaust. The CalEEMod report attached to the Air Quality and Greenhouse Gas Emissions Report did not include a breakdown of PM10 because the South Coast AQMD thresholds of significance are only concerned with the total amount of PM10 emissions. This data is always calculated by the CalEEMod program whether it is shown in the output report or not, and so it can be shared here:

Construction Year	PM10 Exhaust (tons/year)	PM10 Dust (tons/year)	PM10 Total (tons/year)
2024	0.0203	0.0454	0.0657
2025	0.0421	0.0441	0.0863

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Source: Attachment B: March Plaza Air Quality and Greenhouse Gas Emissions Report with Expanded PM10

Only exhaust emissions could be used to represent diesel particulate matter; therefore, the maximum potential estimated amount of diesel particulate matter emissions from construction equipment is less than half of the 0.07 and 0.09 tons per year amounts that SWAPE bases their calculations upon. This is only a minor point, however, as the rest of SWAPE's calculations are based entirely upon false information and methodologies, as explained below.

First, for operations SWAPE uses the PM10 total figure from section 2.5 of the CalEEMod report (annual) which clearly breaks out emissions into different categories. In this case PM10 estimates are broken down into area, energy, and mobile sources. Area source emissions include such things as the use of consumer products and landscape maintenance equipment and energy related emissions are associated with natural gas and electricity consumption. None of these sources utilize diesel engines and are therefore not applicable to any estimate of operational diesel particulate matter. Mobile source emissions include PM10 from engine combustion, brake wear, and tire wear. The only diesel sources associated with operational emissions would be from off-site mobile source diesel engine exhaust. That is, the estimated portion of mobile emissions attributable to diesel vehicle engines. These emissions are off-site and therefore simply would not be included or admissible in an accounting of on-site operational diesel particulate matter, which is what SWAPE purports to be assessing. As such, use of the identified PM10 estimates as a proxy for on-site diesel particulate matter emissions is baseless and not supported by the CalEEMod emissions inventory.

Second, the AERSCREEN modelling tool is designed to predict "worst-case" one-hour diesel particulate matter concentration estimates from a point source emitter. The project is not a point source emitter. AERSCREEN can be used to estimate annual emissions, but only from sources that have continuous emissions (i.e., 365 days/24 hours), with the application of a scaling ratio of 0.10 to the one-hour estimate. AERSCREEN cannot be used to estimate annual emissions in any other scenario. Neither can it be used to estimate annual emissions of an intermittent source, such as the project's construction activities. The construction operational profile for the proposed project is 5 days per week with emissions generated over an 8-hour period. Applying the scaling ratio of 0.10 to a one-hour estimate of the project produces literally meaningless results. And as explained above, as there are no on-site sources of diesel particulate matter generation, operational calculations would be meaningless as well.

Third, SWAPE's carcinogenic risk calculations assume an exposure frequency of 350 days per year, 24 hours a day, which is baseless. Construction of the proposed project is estimated to occur for 279 days over a 394-day period, and work would only occur for 8 hours each work day. In addition, as discussed, the project is simply not a source-point emitter of diesel particulate matter during operations.

In summary, the calculations and accompanying conclusions provided by SWAPE are based upon faulty and false data and an indefensible methodology, and , therefore, do not constitute substantial evidence supporting a fair argument of potential impacts.

Greenhouse Gas Impacts – The comments claims that the project will have significant impacts related to greenhouse gas (GHG) emissions. This claim is based on a gross misrepresentation of fact.

The first claim, that the less than significant conclusion cannot be supported because the threshold of significance cited is outdated, does not provide any argument regarding the adequacy of the utilized threshold of significance. There is an attempt where the commentor claims that "The

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Association of Environmental Professionals' guidance states that the threshold must be updated through a new gap analysis aligned with the next GHG reduction milestone for projects after 2020," however, the Association of Environmental Professionals makes no such statement and the provided citation does not support the statement. In the provided reference, page 39 of the Association of Environmental Professionals paper, there is no mention of the South Coast AQMD significance threshold and no suggestion that the threshold "must be updated" in the manner stated, and there is no reasonable way to interpret the citation in that manner. The claim regarding the Association of Environmental Professionals guidance is a gross mischaracterization of the contents of the paper and does not provide substantial evidence supporting a fair argument that the less than significant conclusion is unsupported. The commenter goes on to suggest that the South Coast AQMD 2035 service population efficiency target is an appropriate screening threshold for the project, which forms the basis for the second claim.

The second claim is that the "unsubstantiated air model" indicates a potentially significant GHG impact according to the supposed South Coast AQMD 2035 service population efficiency target. First it must be pointed out that describing the emissions model as "unsubstantiated" is nonsense. The program used to calculate emissions estimates, CalEEMod, was developed for the California Air Pollution Officers Association (CAPCOA) in collaboration with the California Air Districts, including the South Coast AQMD. It is relied upon by cities, counties, state agencies, and the air districts themselves. It utilizes methodologies and default data from the U.S. EPA's AP-42 emission factors, CARB vehicle emissions models, studies commissioned by state agencies such as the California Energy Commission and CalRecycle, as well as data provided by individual air districts. It is the benchmark emissions estimating tool used within California. The project model analysis was based upon all available construction and operational data, utilizing an appropriate combination of project-specific data and CalEEMod default calculations which are based upon real-world data, which the commenter has not attempted to challenge. The commenter has no basis to describe the CalEEMod report in such a manner.

Second, the comment presents the South Coast AQMD 2035 service population efficiency target as if it is a used and accepted threshold. For example, it states: "we compared the Project's GHG emissions... to the SCAQMD 2035 efficiency target of 3.0 MT CO₂e/SP/year." In fact there is no South Coast AQMD 2035 efficiency target and there is no such threshold of significance. Again, the commenter mischaracterizes the citation provided to support their false claim. Their claimed efficiency target of 3.0 MT CO₂e/SP/year is taken from the South Coast AQMD document titled "Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15" published in 2010. At the meeting for which these minutes were recorded recent modifications to prospective "Tier IV performance standards" were presented wherein South Coast AQMD methods for determining the appropriate efficiency threshold were explained. The minutes indicate that according to the method discussed the efficiency threshold would be 3.0 MTCO₂e/yr. This information was then discussed amongst the attendees.

This did not establish a threshold of "3.0 MT CO₂e/SP/year" and there is no such threshold of significance in use or proposed by the South Coast AQMD. There is no record of any formal proposal of recommendation for adoption of any such threshold by the South Coast AQMD. This is in contrast to the 3,000 MTCO₂e per year significance threshold cited in the Initial Study/MND. The same recordation of minutes from 2010 cited by SWAPE provides a recap of the status of the 3,000 MTCO₂e per year significance threshold. At this time it was not being workshopped or refined, it was a final proposed significance threshold. Although the 3,000 MTCO₂e per year significance threshold was never formally adopted by the South Coast AQMD (in contrast to the 10,000 MTCO₂e per year

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significance threshold for industrial projects) it was formally proposed for adoption, and in this recordation of minutes it is reiterated that South Coast AQMD staff had previously recommended the single numerical threshold for all non-industrial projects of 3,000 MTCO_{2e} per year for lead agencies, provided if a lead agency chooses that option it should consistently use that same option for all projects. As the Initial Study/MND states that the City of Perris has used the 3,000 MTCO_{2e} per year significance threshold in the past and continues to use it, which is in accordance with South Coast AQMD guidance. It is absurd that SWAPE insists that the 3,000 MTCO_{2e} per year threshold is inadequate because it is “outdated” when the measure they present as a threshold is not only from the same time period but was also never formally proposed and to our knowledge has never been utilized by any lead agency.

The 3,000 MTCO_{2e} per year threshold of significance for non-industrial projects is supported by research and often used by lead agencies throughout the South Coast Air Basin and is a reasonable basis for analysis. Regardless, the commenter provides no fair argument that the 3,000 MTCO_{2e} per year threshold of significance is inadequate or deficient and makes a false claim that “3.0 MT CO_{2e}/SP/year” is an adequate or appropriate measure from which to analyze the project, which is not true.

Air Quality Mitigation – The comments claim that because the commenter’s comments demonstrate “the proposed Project has potentially significant health risk and GHG impacts” that all feasible mitigation must be implemented to reduce impacts and provides a list of suggested mitigation measures. However, the comments make no such demonstration of inadequacy. The comments relied upon false data and mischaracterization of source materials to make baseless claims. The commenter has therefore failed to provide substantial evidence supporting a “fair argument” of significant impacts, much less an actual fair argument, and without potential significant impacts there is no need for additional mitigation. Additionally, because mitigation measures from the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR are already automatically applied to the project, namely PVCCSP EIR mitigation measures MM Air 2, MM Air 4 through MM Air 7, MM Air 11 through MM Air 14, MM Air 18, and MM Air 20, the commenter would have to consider the application of those measures before making any claims of inadequacy.

Noise/Vibration

The following discussions address the major technical issues related to noise provided as part of previous correspondence from Lozeau Drury. The responses provide factual support for the analysis included in the Initial Study/MND, that there would be no significant unmitigable impacts related to this issue. The commenter purports that there is a fair argument that a significant impact could occur, which would necessitate the preparation of an EIR. However, a fair argument must be based on substantial evidence. While the commenter states that additional analysis would “potentially” identify significant noise impacts, the commenter does not provide substantial evidence that such significant noise impacts *would* occur or even claim that they would.

The following addresses key technical issues raised in the analysis provided by the commenter in previous correspondence:

- *Distances and Receiving Land Uses*
- Construction Vibration Damage
- Existing Baseline Noise

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- Operational Noise
- Other Issues

Each of these issues is discussed below.

Distances and Receiving Land Uses – The technical study provided by the commenter (by Wilson Ihrig, dated December 27, 2024) states that the nearest house to the project site is at 75 E. Nance Street, about 1,200 feet from the project site. At this distance it's essentially impossible to have either a construction noise impact or operational (source point) noise impact. For example, a concrete saw produces 90 dB at 50 feet.¹ At 1,200 feet the noise level would be less than 62.4 dB.² Two concrete saws operating at once would produce 93 dB at 50 feet, this would amount to 65.4 dB at 1,200 feet because sound level reduces at a rate of 6 dB for every doubling of distance from a source. An increase of 3 dB is the lower bound of what is perceptible to the human ear. If the baseline noise level at the house was 65 dB during the day (which is not the case—it is much lower), two concrete saws operating at once at the construction site (which is not realistic) could theoretically (not realistically) cause a 3 dB increase in noise at the house. This level would still not be enough to be considered a significant impact, given the lower ambient noise level near the house. The fact that the Initial Study/MND states 1,500 feet and the house may actually be 1,200 feet away presents no opportunity for an overlooked impact because at such distance it is impossible for project construction to result in a noise impact under any plausible or reasonable scenario.

In addition, this house is about 500 feet away from a Home Depot Distribution Center and there are other existing roadways and warehouses that are also much closer to the house than the project site. These existing roadways and warehouses would be a greater source of noise at the house than the Project. The higher the ambient noise levels, the more energy the project would have to generate in order to create any perceptible increase in noise.

Regarding the 7-Eleven, it was constructed as part of an earlier phase of the same project. Per *California Building Industry Association v. Bay Area Air Quality Management District*, CEQA generally does not require evaluation of the effects of the environment on a proposed project. Therefore, it is not a requirement to evaluate the environmental effects of the Project on itself. Also, as the commenter notes, “commercial properties are typically not considered noise sensitive.”

Construction Vibration Damage – The commenter speculates that impact pile-driving could be used for the project, but that activity is not proposed. Other typical construction equipment types (such as bore drill rigs for cast-in-drilled hole piles, vibratory rollers, or large bulldozers) have much lower vibration levels than impact pile-drivers. Speculation cannot be used as the basis of “substantial evidence” of a “fair argument” that there is an impact.

Existing Baseline Noise – An existing baseline noise level of 74.6 dBA CNEL was provided on page 70 of the Initial Study/MND. The louder the existing environment is, the more difficult it is for a substantial increase to occur from a new source because of the way noise sources add together (logarithmically, not arithmetically). A perceptible noise increase is generally 3 dBA, which requires a doubling of sound energy (for example, if 500 vehicles produce 60 dBA, another 500 vehicles would be required to produce 63 dBA). As the general area is already heavily developed with

¹ Federal Highway Administration, Construction Noise Handbook, 2006, Ch. 9, Construction Equipment Noise Levels and Ranges

² The most conservative distance attenuation calculation is for a point source over a “hard site.” The project context would not be considered a hard site: $L_2 = L_1 - 20 \cdot \text{LOG}(D_2/D_1)$

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existing roadways and warehouses, the proposed project would not double the number of warehouses, truck trips, or other vehicle trips in the vicinity of any given receptor.

Operational Noise – Operational noise from the project such as rooftop mechanical units, loading docks, and parking, would be similar in character to that currently being generated from nearby and surrounding uses of a similar commercial or industrial nature. The project would not double the number of rooftop mechanical units, loading, docks, or parking in the area and, therefore, would not result in a 3 dBA increase in noise.

With respect to potential impacts to the nearest residence at 75 E. Nance Street, not only is the house 1,200 feet away, it is separated from the project site by Harley Knox Boulevard, Perris Boulevard, and vacant land, and is also lower than the rooftops of the proposed buildings, and all mechanical equipment will be behind solid parapets. Noise is most audible where there is a direct line-of-sight between the source and the receiver; any solid barrier that breaks the line-of-sight greatly reduces the noise levels from the source since the sound must travel over, around, or through the barrier to be heard. The general vicinity of the project area is flat, so the project site and the house appear to be at nearly the same elevation. A receptor at the house, a human, would be figured at 5 feet tall for modeling purposes. The roofs of the buildings are about 25 feet high. This means unless there are HVAC units near the southeastern edge of a building, the building itself would act as a noise barrier between the house and the HVAC units as the receptor is well below the level of the roof. In addition, the solid three-foot-tall parapets and the vast majority of HVAC units would be blocked from the line-of-sight to house by the bulk of the buildings and the parapet walls.

Regardless, it would be physically impossible for HVAC units associated with the project to result in a perceptible noise increase at the receptor even if there were no intervening barriers. Generally, HVAC units produce 60-80 dBA measured at three feet from the source. To demonstrate the infeasibility of project HVAC noise to produce an impact, if there were 20 HVAC units all clustered together (which is substantially more than would be part of the project) each producing 80 dBA as measured from three feet, the resulting combined noise level would be 92.8 dB (at three feet). At 1,200 feet that noise level would be reduced to 40.76 dAB. Operational impacts would be demonstrably less than significant to this house, the closest sensitive receptor to the project site.

Other Issues – h From the February 18 letter, the commenter asserts that the Initial Study/MND's reliance on reporting a value from contour included in published city reports suggests the commenter believes that existing noise levels may be even higher than reported. That said, the commenter provides no evidence to the contrary of what is reported in existing documents. Even if existing ambient noise levels were higher, it would be even more difficult for the proposed project to potentially result in significant impacts because even more sound energy would be required to result in a perceptible increase in noise.

Concerning noise there is no "disagreement among experts" at play. Per CEQA Guidelines Section 15064(f)(5): "Argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion support by facts." The only fact presented by the commenter is that the house at 75 E. Nance Street is about 1,200 feet away, and as demonstrated above, that was shown to not make any difference in the conclusions of the Initial Study/MND. All other information provided by the commenter is argument and speculation, which is not supported by any facts specific to the project.

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July 1, 2025

Nathan Perez, Senior Planner
City of Perris
101 N. D Street
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**SUBJECT: March Plaza Project (APNs 302-090-054 through 302-090-061) 2025
Biological Resources Assessment**

Dear Mr. Perez,

David Wolff Environmental (DWE) is providing this 2025 Biological Resources Assessment (DWE 2025 BRA) at the request of the City of Perris for your use in preparation of a Final Initial Study and Mitigated Negative Declaration (IS/MND) for the subject March Plaza Project (project). In preparing this DWE 2025 BRA, DWE Principal Ecologist David Wolff conducted a desktop review of available background information and conducted a field reconnaissance survey of the March Plaza Project site on April 12, 2025. In addition, as Principal Ecologist with Sage Institute, Inc. (SII), David Wolff conducted a walking field survey of the project site on May 6, 2016 and prepared a Biological Resources Survey letter of findings with site photographs dated June 10, 2016 (SII 2016 BRS) that is referenced in the IS/MND.

EXISTING CONDITIONS

- DWE review of Google Earth aerial images show the project site has been disced annually as far back as 2002 as evidenced by minimal vegetation cover present and discing furrows in the available aerial images.
- The SII 2016 BRS described the March Plaza project site as, “...*undeveloped land surrounded by large industrial buildings, roadways, other undeveloped parcels, and an east/west running drainage ditch along the northern property line. The site has been recently disced and mostly lacking in any vegetation cover.*”
- This project is essentially an infill development as characterized in SII 2016 BRS and presently based on the DWE 2025 field reconnaissance survey. The IS/MND accurately characterizes the location and surrounding land uses as:

“The project site is located at the northwest corner of Perris Boulevard and Harley Knox Boulevard in Perris, California. The 4.37-acre site is vacant, and has been disced. The site supports limited non-native vegetation cover. Surrounding land uses include:

North – Light industrial development beyond Perris Valley Channel Lateral B
South – Big box retail
West – Light industrial development
East – 7-Eleven on site; vacant land beyond”

The only change in existing conditions between 2016 and the present is the onsite development of the 7-Eleven convenience store and gas station, public driveway, sidewalk, curb and gutter improvements, associated temporary stormwater detention basin/swale discharging to the Perris Valley Channel Lateral B, and the increase in surrounding development. Plant species observed by DWE in 2025 in the un-disked fringes of the project site included non-native foxtail barley, mustards, filaree, sow thistle, and tumbleweed, with small occurrences native common fiddleneck and California goldfields (both of which are widely distributed throughout California). The only wildlife observed were gopher mounds in the un-disked fringes and killdeer that are commonly found in disturbed land. A set of representative photographs from 2016 and 2025 Principal Ecologist David Wolff field surveys documenting existing conditions of biological resources is provided in the attached Exhibit 1.

PROJECT IMPACT ANALYSIS

The IS/MND accurately analyzes and concludes that there is either no impact on biological resources or less than significant impacts on biological resources with mitigation. A comment letter on the IS/MND suggested otherwise using a predictive mathematical model that is pure speculation. The commentor’s mathematical speculation suggests a wildlife species richness that clearly does not take into account the lack of wildlife habitat in the surrounding development as a source of wildlife to the project site, the ongoing years of at least annual disking, and mass grading of the entire site as part of the first phase of development (the 7-Eleven, etc.) that substantially limits food and cover resources, and subsequent usage/occupation by wildlife. The commentor provides little to no empirical evidence for their speculative findings, whereas the SII 2016 BRS and this DWE 2025 BRA field surveys and analysis provide the true existing conditions that were appropriately used as the basis for the IS/MND impact analysis. The following provides further substantial evidence supporting the no impact or less than significant impact findings and adequacy of the IS/MND analysis of biological resources.

- **Habitat Loss** – The 4.37-acre project site supports only disturbed ruderal habitat dominated by non-native weedy herbaceous species with few scattered native plant species. The annual disking for at least the past 23 years and recent mass grading for the prior approved project provides de minimis plant and wildlife habitat values. The project location in the overall mosaic of existing development and chain link fence along the flood control lateral substantially limits the opportunity for any wildlife occupation of the site. Any predictive speculation on the productivity for wildlife breeding on the project site and potential for loss of productivity is not based on the clearly established existing conditions. Given the limited and low value habitat for plants and wildlife, loss of habitat impacts from project development would be considered less than significant.

- **Interference With Wildlife Movement** – The project site is bordered and surrounded by existing industrial development, four lane roads on two sides, and chain link fence along the flood control lateral. Given these appropriately defined existing conditions, the IS/MND accurately concluded that development of the 4.37-acre project site would have no impacts on wildlife movement as there is no current basis for any substantial occupation by wildlife or a nearby source of wildlife to occupy the site.
- **Traffic Impacts to Wildlife** – The IS/MND commentor’s suggestion that the project would result in an increase of wildlife mortality (road kill) is based on their mathematical model that is pure speculation based on unsubstantiated predictive wildlife usage. Further, the commentor citing wildlife mortality across North America, or hundreds of miles away from the project site, has no basis in establishing existing conditions or any empirical project impact analysis. As documented in the SII 2016 BRS and this DWE 2025 BRA, terrestrial wildlife usage is limited to gopher occupation surviving amongst the annual disking and recent mass grading. The chain link fence along the flood control lateral precludes wildlife that may use that channel area from accessing the project site. Birds likely would continue to use the project landscaping for food, cover, nesting and do not need to use roads for crossing on the ground and would not be subject to traffic impact.
- **Cumulative Impacts** – The City of Perris participates in the implementation of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). One of the overriding principles of the MSHCP (or any multi-jurisdiction regional HCP) is to provide for regional conservation of biodiversity in areas identified as appropriate for the long-term conservation of habitat and species. The project is required to pay the appropriate MSHCP fees that contribute to the regional conservation of biological resources that in essence mitigate impacts from regional habitat loss to a less than significant level. As such, the cumulative impacts of the project on biological resources are automatically mitigated to a less than significant level as the basic premise of the MSHCP.
- **Mitigation Measures** – The burrowing owl is a covered species under the MSHCP that provides the basis of IS/MND Mitigation Measure MM BR-1 to avoid and minimize impacts on the burrowing owl. In the unlikely event of burrowing owl occupation of the project site (no ground squirrel burrows), MM BR-1 provides for any project impacts and measures to avoid and minimize impacts to be approved by the City, California Department of Fish and Wildlife, and U.S. Fish and Wildlife. As a covered species under the MSHCP any change in listing status is irrelevant as the City is a participant in the MSHCP.

Thank you very much for the opportunity to provide biological resources services for the City of Perris. Please contact me directly if you have any questions or need any additional information.

Sincerely,

A handwritten signature in black ink that reads "David K. Wolff". The signature is written in a cursive style with a large, stylized "W" at the end.

Principal Ecologist

Attachment: Exhibit 1 – Representative Photographs



Photo 1: View east along south project site border showing recently disked land, public improvement driveway, and 7-Eleven. 4/12/2025



Photo 2: View east along south project site border showing recently disked land. 5/6/2016



Photo 3: View north along west property boundary at adjacent development, public improvement driveway & disked site. 4/12/2025



Photo 4: View north along west property boundary at adjacent development, and disked site. 5/6/2016

EXHIBIT 1 – DWE BRA 2025 REPRESENTATIVE PHOTOGRAPHS



Photo 5: View east down the northern property boundary showing the chain link fence along the flood control lateral & disked site. 4/12/2025



Photo 6: View east down the northern property boundary showing the chain link fence along the flood control lateral & disked site. 5/6/2016



Photo 7: View northwest at remnant ruderal non-native vegetation, disked site, and surrounding development. 4/12/2025



Photo 8: View west at constructed stormwater detention basin/swale, ruderal non-native vegetation, & adjacent development. 4/12/2025

EXHIBIT 1 – DWE BRA 2025 REPRESENTATIVE PHOTOGRAPHS



Photo 9: View east across disked site, detention basin, 7-Eleven gas station (arrow), and surrounding development. 4/12/2025



Photo 10: View east across disked site. 5/6/2016



Photo 11: View north at remnant ruderal non-native vegetation, surrounding development, and public improvement driveways. 4/12/2025



Photo 12: View north at graded pad, disked field and surrounding development. 5/6/2016

EXHIBIT 1 – DWE BRA 2025 REPRESENTATIVE PHOTOGRAPHS



May 9, 2025

City of Perris
Planning Division
101 N. D Street
Perris, CA. 92570

Attn: Nathan Perez, Senior Planner

Subj: Response to Comment Letters Received from Lozeau Drury Regarding Air Quality for the March Plaza Project, MND No. 2401

Dear Mr. Perez,

The City received three (3) letters sent by Lozeau Drury which included comments directed at the Air Quality section of the Initial Study/Mitigated Negative Declaration (IS/MND) for the March Plaza Project, one dated December 30, 2024, another February 12, 2025, and the last March 19, 2025. Envicom Corporation (Envicom) prepared the project's Air Quality and Greenhouse Gas Emissions Report (AQ Report) dated January 2024 and is providing this letter to respond to comments which concern air quality and greenhouse gases (GHGs). Envicom did not author the IS/MND and there are comments directed specifically at the IS/MND, but responses to those comments are provided as well.

Lozeau Drury Letter, December 30, 2024

The City includes this letter in the Comments and Responses section of the Final IS/MND published February 2025. There is a cover letter from Lozeau Drury and an attached letter from SWAPE dated December 30, 2024. These are attached to this document as **Attachment A: Letter One**.

Comment 1-1: The comment claims the IS/MND inadequately described the existing environmental setting citing information provided in the SWAPE letter.

Response 1-1: There is no information supplied in the SWAPE letter, not already present in the AQ Report or IS/MND, which is vital or essential to the Project Description of the project in regard to air quality or GHG impacts, and there is no substantive argument made that would suggest otherwise.

Comment 1-2: The comment claims the SWAPE letter shows there is a fair argument the project may create significant cancer risks.

Response 1-2: As demonstrated below in the response to Comment 1-7, the argument presented is based upon false data and methodologies and is literally meaningless.

Comment 1-3: The comment claims the SWAPE letter shows the project will have significant impacts related to GHGs.



Response 1-3: As demonstrated below in the response to Comment 1-8 the claim is based on a gross misrepresentation of fact.

Comment 1-4: The comment states that there is a fair argument that project may have significant air quality impacts and therefore an EIR must be prepared.

Response 1-4: As demonstrated below no fair arguments exist anywhere in the provided comments. The arguments presented are a series of false assertions and intimations, and gross misrepresentation and distortion of facts.

Comment 1-5: The comment claims the project “may contribute to disproportionate health risk impacts that warehouses pose on community members living, working, and going to school within the immediate area of the Project site.” The comment references various articles and studies which make broad claims regarding warehousing operations and concludes that because the project is within a census tract identified as a disadvantaged community the AQ Report is deficient. The comment provides these two conclusionary statements:

“Given that the Project site is within a disadvantaged community and a census tract that has a high existing cancer risk, the proposed Project is liable to exacerbate the health risk impacts imposed on the surrounding community.”

“The Project is within an SB 535 disadvantaged community already burdened by numerous warehouses. The cumulative health risks should therefore be reassessed to better align with CA DOJ guidelines and SB 1000 environmental justice requirements. An EIR should be prepared to analyze the Project’s contribution to the health impacts warehouses impose on surrounding communities.”

Response 1-5: The CEQA Guidelines Appendix G criteria questions regarding Air Quality are as follows:

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

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

The comment does not state which criteria question it finds lacking and does not challenge any of the specific findings in the AQ Report. This response does not fact check any of the claims made in the comment because they are irrelevant. The AQ Report analyses project construction and

operational pollutant emissions according to the Appendix G questions and thresholds defined by the Air District and finds that the project does not result in significant impacts within those contexts. Absent any specific claim of inadequacy or evidence of impact Comment 1-5 can be dismissed. Neither the California DOJ guidelines or SB 1000 require CEQA analysis beyond the bounds of what has been performed.

Additionally, South Coast Air Quality Management District (SCAQMD) current guidance on the issue of cumulative air quality impacts is clear:

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD 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.¹

In other words, non-exceedance of SCAQMD impact thresholds indicates a project's contributions to air quality impacts are not cumulatively considerable.

Comment 1-6: The comment claims the AQ Report does not adequately evaluate Diesel Particulate Matter (DPM) emissions. It states the IS/MND “does not comply with CEQA by failing to prepare a quantified construction or operational HRA” and cites the *Sierra Club v. County of Fresno* case at the end of that statement. It also states that the project is inconsistent with the CA DOJ and the IS/MND's conclusion is unsupported because of the absence of an HRA.

Response 1-6: There is no requirement to prepare an HRA as part of an air quality analysis. The claim that the IS/MND does not “comply with CEQA” because of this is false. The *Sierra Club v. County of Fresno* case cited involved a project which was found to have significant and unavoidable operational air quality effects and in no way set precedent that would require an HRA as a matter of course for any air quality analysis where there are no significant impacts. As stated previously CA DOJ guidance does not place requirements upon CEQA analysis. The IS/MND conclusion is supported (in regard to question c, above) and the presence of an HRA is not a CEQA requirement. It is of course possible that an HRA could be necessary to support a conclusion, but that is not the case here as is demonstrated in the AQ Report. This is explained in more detail in the response to Comment 1-7, below.

Comment 1-7: This comment describes the findings of a “preliminary HRA” provided in the attachments to the letter which purports to support the claim that project construction and operations could result in significant health risks

Response 1-7: SWAPE's analysis uses PM10 emissions, as reported in the project's AQ Report, as a surrogate for DPM. For construction, PM10 is generated from soil disturbance (dust) and exhaust. The CalEEMod report attached to the AQ Report did not include a breakdown of PM10 because

¹ SCAQMD, 2003, White Paper on Potential Control Strategies to Address Cumulative Impacts From Air Pollution, Appendix D

SCAQMD thresholds are only concerned with the total amount. This data is always calculated by the CalEEMod program whether it is shown in the output report or not, and so it can be shared here:

Construction Year	PM10 Exhaust	PM10 Dust	PM10 Total
2024	0.0203	0.0454	0.0657
2025	0.0421	0.0441	0.0863

Source: Attachment B: March Plaza AQ Report with Expanded PM10

Only exhaust emissions could be used to represent DPM, therefore, the maximum potential estimated amount of DPM emissions from construction equipment is less than half of the 0.07 and 0.09 tons/year SWAPE bases their calculations upon. This is only a minor point, however, as the rest of SWAPE's calculations are based entirely upon false information and methodologies, as explained below.

First, for operations SWAPE uses the PM10 total figure from section 2.5 of the CalEEMod report (annual) which clearly breaks out emissions into different categories. In this case PM10 estimates are broken down into area, energy, and mobile sources. Area source emissions include such things as the use of consumer products and landscape maintenance equipment and energy related emissions are associated with natural gas and electricity consumption. None of these sources utilize diesel engines and are therefore not applicable to any estimate of operational DPM. The only diesel sources associated with operational emissions are from off-site mobile source emissions. That is, the estimated portion of mobile emissions attributable to diesel vehicles. These emissions are off-site and therefore simply would not be included or admissible in an accounting of on-site operational DPM, which is what SWAPE purports to be assessing. As such, use of the identified PM10 estimates as a proxy for on-site DPM emissions is baseless and not supported by the CalEEMod emissions inventory.

Second, the AERSCREEN modelling tool is designed to predict "worst-case" one-hour DPM concentration estimates from a point source emitter. The project is not a point source emitter. AERSCREEN can be used to estimate annual emissions, but only from sources that have continuous emissions (i.e., 365 days/24 hours), with the application of a scaling ratio of 0.10 to the one-hour estimate. AERSCREEN cannot be used to estimate annual emissions in any other scenario. Neither can it be used to estimate annual emissions of an intermittent source, such as the project's construction activities. The construction operational profile for the proposed project is 5 days per week with emissions generated over an 8-hour period. Applying the scaling ratio of 0.10 to a one-hour estimate of the project produces literally meaningless results. And as explained above, as there are no on-site sources of DPM generation, operational calculations would be meaningless as well.

Third, SWAPE's carcinogenic risk calculations on page 8 of the letter assume an exposure frequency of 350 days per year, 24 hours a day, which is baseless. Construction of the proposed project is estimated to occur for 279 days over a 394-day period, and work will only occur for 8 hours each work day. In addition, as discussed, the project is simply not a source-point emitter of DPM during operations.

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Letter to Nathan Perez, Senior Planner, City of Perris

Response to Comments, March Plaza Project (*Envicom Project #2023-052-01*)

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The calculations and accompanying conclusions provided by SWAPE are based upon faulty and false data and an indefensible methodology, and therefore no fair argument of potential impacts is provided.

Comment 1-8: This comment claims the conclusions of less than significant impact regarding greenhouse gasses (GHGs) is unsupported for two reasons; that the “quantitative GHG analysis relies upon an outdated threshold” and that the “unsubstantiated air model indicates a potentially significant impact.”

Response 1-8: The first claim, that the less than significant conclusion cannot be supported because the threshold cited it outdated, does not provide any argument regarding the adequacy of the utilized threshold. There is an attempt where the commenter claims that “The Association of Environmental Professionals’ guidance states that the threshold must be updated through a new gap analysis aligned with the next GHG reduction milestone for projects after 2020,” however, the AEP makes no such statement and the provided citation does not support the statement. In the provided reference, page 39 of the AEP paper, there is no mention of the SCAQMD threshold and no suggestion that the threshold “must be updated” in the manner stated, and there is no reasonable way to interpret the citation in that manner. The claim regarding the AEP guidance is a gross mischaracterization of the contents of the paper and provides no fair argument that the less than significant conclusion is unsupported. The commenter goes on to suggest the “SCAQMD 2035 service population efficiency target” is an appropriate screening threshold for the project, which forms the basis for the second claim.

The second claims is that the “unsubstantiated air model” indicates a potentially significant GHG impact according to the supposed “SCAQMD 2035 service population efficiency target”. First it must be pointed out that describing the emissions model as “unsubstantiated” is defamatory nonsense. The program used to calculate emissions estimates, the California Emissions Estimator Model (CalEEMod), was developed for the California Air Pollution Officers Association (CAPCOA) in collaboration with the California Air Districts. It is relied upon by Cities, Counties, state agencies, and the Air Districts themselves. It utilizes methodologies and default data from the USEPA’s AP-42 emission factors, CARB vehicle emission models, studies commissioned by state agencies such as the CEC and CalRecycle, as well as data provided by individual Air Districts. It is the benchmark emissions estimating tool used within the state. The project model was based upon all available construction and operational data, utilizing an appropriate combination of project-specific data and CalEEMod default calculations which are based upon real-world data, which the commenter has not attempted to challenge. The commenter has no basis to describe the CalEEMod report in such a manner..

Second, the comment presents the “SCAQMD 2035 service population efficiency target” as if it is a used and accepted threshold. For example, it states: “we compared the Project’s GHG emissions... to the SCAQMD 2035 efficiency target of 3.0 MT CO₂e/SP/year.” In fact there is no SCAQMD 2035 efficiency target and there is no such threshold. Again, the commenter mischaracterizes the citation provided to support their (false) claim. Their claimed efficiency target of 3.0 MT CO₂e/SP/year is taken from the SCAQMD document titled “Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15” published in 2010. At the meeting

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for which these minutes were recorded recent modifications to prospective “Tier IV performance standards” were presented wherein SCAQMD methods for determining the appropriate efficiency threshold were explained. The minutes indicate that according to the method discussed the efficiency threshold would be 3.0 MTCO₂e/yr. This information was then discussed amongst the attendees.

This did not establish a threshold of “3.0 MT CO₂e/SP/year” and there is no such threshold in use or proposed by the Air District. There is no record of any formal proposal of recommendation for adoption of any such threshold by the SCAQMD. This is in contrast to the 3,000 MTCO₂e/year threshold cited by the IS/MND. The same recordation of minutes from 2010 cited by SWAPE provides a recap of the status of the 3,000 MTCO₂e/year threshold. At this time it was not being workshopped or refined, it was a final proposed threshold. Although the 3,000 MTCO₂e/year threshold was never formally adopted by the SCAQMD (in contrast to the 10,000 MTCO₂e/year threshold for industrial projects) it was formally proposed for adoption, and in this recordation of minutes it is reiterated that SCAQMD staff had previously recommended the single numerical threshold for all non-industrial projects of 3,000 MTCO₂e/year for lead agencies, provided if a lead agency chooses that option it should consistently use that same option for all projects. As the IS/MND states the City of Perris has used the 3,000 MTCO₂e/year threshold in the past and continues to use it, which is in accordance with SCAQMD guidance. It is absurd that SWAPE insists the 3,000 MTCO₂e/year threshold is inadequate because it is “outdated” when the measure they present as a threshold is not only from the same time period but was also never formally proposed and to our knowledge has never been utilized by any lead agency.

Envicom produced the AQ Report and was not made aware the City used the 3,000 MTCO₂e/year threshold and therefore did not incorporate it into the report. However, had we known the City wanted to use the threshold we would have incorporated it because it is supported by research and often used by lead agencies within the air basin and a reasonable basis for analysis. Regardless, the commentor provides no fair argument that the 3,000 MTCO₂e/year threshold is inadequate or deficient and makes a false claim that “3.0 MT CO₂e/SP/year” is an adequate or appropriate measure from which to analyze the project, which is not true.

Comment 1-9: This comment states that because the previous comments demonstrate “the proposed Project has potentially significant health risk and GHG impacts” that all feasible mitigation must be implemented to reduce impacts and provides a list of suggested mitigation measures.

Response 1-9: The previous comments make no such demonstration of inadequacy. The comments relied upon false data and mischaracterization of source materials to make baseless claims. No “fair argument” of significant impacts is present and without potential significant impacts there is no need for additional mitigation. Additionally, because mitigation is already automatically applied to the project from the PVCCSP EIR, namely mitigation measures MM Air 2, MM Air 4 through MM Air 7, MM Air 11 through MM Air 14, MM Air 18, and MM Air 20, the commentor would have to consider the application of those measures before making any claims of inadequacy.

Lozeau Drury Letter, February 12, 2025

This consists of a cover letter from Lozeau Drury and two attached exhibits, one a letter from SWAPE dated February 11, 2025. The cover letter and letter from SWAPE are attached as **Attachment C: Letter Two**. Only select points from the cover letter are addressed.

Comment 2-1: The comment addresses the City’s response to the previous comment letters. It states essentially that an EIR must be prepared because the situation constitutes a “disagreement among experts” in CEQA terms.

Response 2-1: Envicom can state unequivocally that there is in fact no “disagreement among experts” occurring in regard to the AQ or GHG comments. SWAPE’s comments rely exclusively upon false premise and false pretense (see responses to 1-5, 1-6, and 1-8 above) and faulty/false data and inappropriate methodology (response to 1-7). In order for there to reasonably be a “disagreement among experts” within the context of CEQA the provided comments would have to exhibit a modicum of credibility, and they do not. Per CEQA Guidelines 15064(f)(5):

Argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion support by facts. [emphasis added]

Comment 2-2: The comment refers to SWAPE’s second letter and insists an EIR is required.

Response 2-2: As demonstrated throughout this response, SWAPE’s claims are baseless and no modification of the IS/MND, let alone preparation of an EIR, is required or necessary in regard to air quality or GHG analysis.

Comment 2-3: The comment addresses the City’s response to the December 30, 2024 letter. The comment takes issue with the City’s response and states “Our analysis provided a quantified, site-specific evaluation of the Project’s emissions and associated health risks using established methodologies” referring to the AERSCREEN output provided in the 2024 letter.

Response 2-3: As explained in the response to comment 1-7 above, the AERSCREEN output is based upon faulty and false data and is literally meaningless. In addition, AERSCREEN is not an appropriate tool to analyze construction emissions.

Comment 2-4: The comment reiterates the claim that the IS/MND does not adequately evaluate GHG emissions. It states the threshold used is outdated and that the “efficiency target” is “updated” and therefore must be considered.

Response 2-4: As explained in the response to comment 1-8 above, there is no “3.0 MT CO₂e/SP/year” threshold and no such threshold has ever been proposed for adoption by the SCAQMD. Additionally, the 3,000 MTCO₂e/year threshold used was proposed for adoption by the SCAQMD for use by lead agencies and no evidence or fair argument of its inadequacy has been

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Letter to Nathan Perez, Senior Planner, City of Perris

Response to Comments, March Plaza Project (*Envicom Project #2023-052-01*)

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presented. The comment also responds to a statement made by the City in their response to the December 2024 letter:

“Additionally, as noted in the “Air Quality” section of this letter, the Final IS/MND claims that our analysis was not Project-specific and argues that, under CEQA, disagreements among experts do not invalidate the document’s adequacy (p. 9). However, the Final IS/MND fails to directly address our identification of a potentially significant GHG impact or provide a justification for disregarding it.”

Justification for disregarding the entirety of SWAPE’s various argument has been provided herein. As mentioned previously, in order for there to be a “disagreement among experts” within CEQA the challenge in question cannot be baseless.

CEQA Guidelines 15064(f)(5):

Argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion support by facts.

SWAPE’s evidence has been demonstrated to be “clearly inaccurate” and “erroneous” and to lack all credibility.

Comment 2-5: The comment reiterates the claim that the suggested mitigation measures from the December 2024 letter must be applied to the project.

Response 2-5: As explained in the response to comment 1-9 above, SWAPE’s claims relied upon false data and mischaracterization of source materials to make baseless claims. No “fair argument” of significant impacts is present in the December 2024 letter or the February 2025 letter, and without potential significant impacts there is no need for additional mitigation.

Lozeau Drury Letter, March 19, 2025

This consists of a letter from Lozeau Drury with no attachments and is attached as **Attachment D: Letter Three**. The contents of this letter are addressed as one comment.

Response to Letter 3: The letter attempts to cite CEQA Guidelines to insist an EIR is required for the project. The crux of the assertion is the comments provided on biological, AQ/GHG, and noise are “expert opinions” and therefore qualify as “substantial evidence.” As explained above the comments provided regarding the AQ Report and the AQ and GHG sections of the IS/MND lack all credibility and have been demonstrated to be based upon false premise and pretense, false data, and faulty methodology. Once more, CEQA Guidelines 15064(f)(5):

Argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion support by facts.

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In order for a fair argument to exist, the argument presented must have credibility, and no credible argument regarding the claims concerning the AQ and GHG analyses has been presented.

Sincerely,



Tim Rosenstein

Environmental Analyst

ATTACHMENTS:

Attachment A: Letter 1

Attachment B: March Plaza AQ Report with Expanded PM10

Attachment C: Letter 2

Attachment D: Letter 3

ATTACHMENT A
Letter 1



Letter 1

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Via Email

December 30, 2024

Nathan Perez, Senior Planner
Planning Division
Development Services Department
City of Perris
135 North "D" Street
Perris, CA 92570
Nperez@cityofperris.org

Re: Supplemental Comment on Mitigated Negative Declaration, March Plaza Project (SCH 2024110983, PLN22-00031, DPR 22-00031, PLN23-05028, PLN23-05029)

Dear Mr. Perez:

This comment supplements the comment submitted earlier today on behalf of Supporters Alliance For Environmental Responsibility ("SAFER") regarding the Initial Study and Mitigated Negative Declaration ("IS/MND") prepared for the March Plaza Project (SCH 2024110983, PLN22-00031, DPR 22-00031, PLN23-05028, PLN23-05029), which proposes the development of three (3) multi-tenant concrete tilt-up buildings totaling in 66,686 square feet, located at the northwest corner of Perris Boulevard and Harley Knox Boulevard (APNs: 302090-052, -053, -054, -056, -057, -058, -059, -060 and -061) ("Project") in the City of Perris ("City").

As discussed below, there is a fair argument that the Project may result in significant air quality impacts. Therefore, SAFER respectfully requests that the City prepare an environmental impact report ("EIR") before approving the Project to analyze and mitigate these impacts in accordance with the California Environmental Quality Act ("CEQA").

SAFER's review of the MND was assisted by Dr. Paul Rosenfeld and professional engineer Matthew Hagemann, PE, C.Hg. of the environmental consulting firm, Soil Water Air Protection Enterprise ("SWAPE"). Dr. Rosenfeld's comments are attached hereto as Exhibit C.

This letter incorporates the project description and legal standard discussion from the letter submitted earlier today.

DISCUSSION

A. There is a Fair Argument that the Project May Have Significant Air Quality Impacts.

1. IS/MND Fails to Accurately Describe the Environmental Setting.

The City inadequately characterized the existing environmental setting and the site's ability to provide habitat for special-status species. Every CEQA document must start from a "baseline" assumption. The CEQA "baseline" is the set of environmental conditions against which to compare a project's anticipated impacts. *Communities for a Better Env't. v. So. Coast Air Qual. Mgmt. Dist.* (2010) 48 Cal. 4th 310, 321. Section 15125(a) of the CEQA Guidelines (14 C.C.R., § 15125(a)) states in pertinent part that a lead agency's environmental review under CEQA:

"...must include a description of the physical environmental conditions in the vicinity of the project, *as they exist at the time [environmental analysis] is commenced*, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a Lead Agency determines whether an impact is significant." (Emphasis added.)

(See, *Save Our Peninsula Committee v. County of Monterey* (2001) 87 Cal.App.4th 99, 124-125.) As the court of appeal has explained, "the impacts of the project must be measured against the 'real conditions on the ground,'" and not against hypothetical permitted levels. (*Save Our Peninsula, supra*, 87 Cal.App.4th 99, 121-123.)

The IS/MND fails to accurately describe the environmental setting of the Project. Dr. Rosenfeld states, "We have determined that the development of the proposed Project may contribute to disproportionate health risk impacts that warehouses pose on community members living, working, and going to school within the immediate area of the Project site. According to the South Coast Air Quality Management District's ("SCAQMD"), communities within half a mile of warehouses often experience higher rates of asthma, heart attacks, and environmental burdens, with communities of color more commonly affected." (SWAPE at 1).

Dr. Rosenfeld states, "the County already exhibits a heightened residential carcinogenic risk from exposure to air toxics. Specifically, the location of the Project site is in the 76th percentile of highest cancer risks in the South Coast Air Basin, with a cancer risk of 426 in one million." (SWAPE at 2). Dr. Rosenfeld states that the Project will exacerbate the already high background cancer risks, creating a significant cumulative impact. Dr. Rosenfeld concludes that the Project will have a significant environmental justice impact since it will contribute to disproportionate impacts on communities of color living in the area. (SWAPE at 3). Dr. Rosenfeld notes that the City of Perris is already home to 100 existing warehouses, with an additional 20 approved and 16 under CEQA review. (Id.)

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By failing to describe the already high existing air pollution and cancer risk in the area, the IS/MND fails to adequately describe the impacts of the Project.

2. There is a Fair Argument that the Project May Create Significant Airborne Cancer Risks from Diesel Particulate Matter (“DPM”).

Dr. Rosenfeld calculates that the Project may create significant airborne cancer risks from Diesel Particulate Matter (“DPM”) emissions. (SWAPE at 7). DPM is a known human carcinogen, listed under California’s Proposition 65. Using the AERSCREEN model, Dr. Rosenfeld calculates that the Project will create a cancer risk of up to 161 in one million over a 30-year residential lifetime – far exceeding the South Coast Air Quality Management District (“SCAQMD”) CEQA significance threshold of 10 per million. (SWAPE at 10).

When a project exceeds a duly adopted CEQA significance threshold, as here, this alone establishes substantial evidence that the project will have a significant adverse environmental impact. Indeed, in many instances, such air quality thresholds are the only criteria reviewed and treated as dispositive in evaluating the significance of a project’s air quality impacts. (See, e.g. *Schenk v. County of Sonoma* (2011) 198 Cal.App.4th 949, 960 [County applies Air District’s “published CEQA quantitative criteria” and “threshold level of cumulative significance”]; see also *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 110-11 [“A ‘threshold of significance’ for a given environmental effect is simply that level at which the lead agency finds the effects of the project to be significant”].) The California Supreme Court has shown the importance an air district significance threshold has in providing substantial evidence of a significant adverse impact. (*Communities for a Better Environment v. South Coast Air Quality Management Dist.* (2010) 48 Cal.4th 310, 327 [estimated emissions in excess of air district’s significance thresholds “constitute substantial evidence supporting a fair argument for a significant adverse impact”].) Since expert evidence shows the Project will exceed the SCAQMD’s CEQA significance threshold, there is substantial evidence that an “unstudied, potentially significant environmental effect[]” exists. (See *Friends of Coll. of San Mateo Gardens v. San Mateo Cty. Cmty. Coll. Dist.* (2016) 1 Cal.5th 937, 958.) An EIR is required to analyze and mitigate this impact.

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3. The Project Will have Significant Greenhouse Gas Impacts.

Dr. Rosenfeld concludes that the Project will have significant greenhouse gas impacts. (SWAPE at 12). The IS/MND compares the Project’s GHG emissions to the interim threshold of 3000 metric tons per year of carbon dioxide. However, Dr. Rosenfeld states that the GHG emissions are significant when compared to the SCAQMD 2035 efficiency target of 3.0 metric tons per service population per year. The Project’s GHG emissions are more than double this threshold, at 8.3 MT/SP/yr. (SWAPE at 12).

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Since the Project’s GHG emissions exceed a threshold adopted by the SCAQMD,

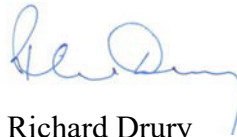
there is a fair argument that the Project has significant impacts that must be analyzed in an EIR. An EIR would analyze the feasibility of the many mitigation measures suggested by Dr. Rosenfeld. (SWAPE at 14-16).

When a Project exceeds one CEQA significance threshold, but not another, there is a fair argument that the Project may have a significant environmental impact, and the MND may not be upheld. (*Keep Our Mountains Quiet v. County of Santa Clara* (2015) 236 Cal.App.4th 714, 733.) “A threshold of significance is not conclusive, however, and does not relieve a public agency of the duty to consider the evidence under the fair argument standard.” (*Mejia v. City of Los Angeles* (2005) 130 Cal.App.4th 322, 342; see also *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1108-1109; *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 110-114; Guidelines, § 15064, subd. (b).) A public agency cannot, as the City does here, apply a threshold of significance or regulatory standard “in a way that forecloses the consideration of any other substantial evidence showing there may be a significant effect.” (*Communities for a Better Environment, supra*, at p. 114.)

CONCLUSION

As discussed above and in our prior comment letter, there is a fair argument that the Project may have significant adverse impacts on air quality. An EIR is thus required to analyze and mitigate the Project’s potentially significant effects. Therefore, SAFER respectfully requests that the City not rely on the MND and instead prepare and circulate an EIR before further consideration of the Project. SAFER reserves the right to supplement this comment throughout the administrative process. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).

Sincerely,



Richard Drury
Lozeau Drury LLP

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EXHIBIT C



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December 30, 2024

Richard Drury
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1939 Harrison Street, Suite 150
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Subject: Comments on the March Plaza Project (SCH No. 2024110983)

Dear Mr. Drury,

We have reviewed the November 2024 Initial Study/Mitigation Negative Declaration (“IS/MND”) for the March Plaza Project (“Project”) located in the City of Perris. The Project proposes to construct 3 industrial buildings totaling 66,686-square-foot (“SF”) and 151 parking spaces on the 4.37-acre site.

Our review finds that the IS/MND does not fully evaluate the Project’s health risks or greenhouse gas (“GHG”) impacts. This may lead to an underestimation and inadequate addressal of emissions and health risk impacts from both construction and operation. An Environmental Impact Report (“EIR”) should be prepared to more adequately assess and mitigate these potential environmental impacts.

Air Quality

Disproportionate Health Risk Impacts of Warehouses on Surrounding Communities

We have determined that the development of the proposed Project may contribute to disproportionate health risk impacts that warehouses pose on community members living, working, and going to school within the immediate area of the Project site. According to the South Coast Air Quality Management District’s (“SCAQMD”), communities within half a mile of warehouses often experience higher rates of asthma, heart attacks, and environmental burdens, with communities of color more commonly affected.¹



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¹ “South Coast AQMD Governing Board Adopts Warehouse Indirect Source Rule.” SCAQMD, May 2021, *available at*: <http://www.aqmd.gov/docs/default-source/news-archive/2021/board-adopts-waisr-may7-2021.pdf?sfvrsn=9>.

Specifically, the SCAQMD found that more than 2.4 million people live within a half mile radius of at least one warehouse, and that those areas not only experience increased rates of asthma and heart attacks, but are also disproportionately Black and Latino communities below the poverty line.² Another study indicates “neighborhoods with lower household income levels and higher percentages of minorities are expected to have higher probabilities of containing warehousing facilities.”³ Additionally, a report authored by the Inland Empire-based People’s Collective for Environmental Justice and University of Redlands exerts that the growing warehouse industry increasingly builds in low-income communities of color, bringing thousands of polluting diesel trucks. These trucks emit nitrogen oxide and particulate matter (“PM”), causing severe health issues like asthma, chronic obstructive pulmonary disease, cancer, and premature death, leading physicians to label these areas “diesel death zones.”⁴

The growing development of industrial warehouses within these communities poses a significant environmental justice challenge. The acceleration of warehouse development is nonetheless increasing despite the consequences for public health. The Inland Empire alone has already added approximately 14.2 million SF of new industrial space in the first half of 2024.⁵

The Project is located in Riverside County which has long endured a disproportionately high pollution burden. ⁶ The Data Visualization Tool for Mates V, a monitoring and evaluation study conducted by SCAQMD, demonstrates that the County already exhibits a heightened residential carcinogenic risk from exposure to air toxics.⁷ Specifically, the location of the Project site is in the 76th percentile of highest cancer risks in the South Coast Air Basin, with a cancer risk of 426 in one million (see screenshot below).⁸

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²“Southern California warehouse boom a huge source of pollution. Regulators are fighting back.” Los Angeles Times, May 2021, available at:

[https://www.latimes.com/california/story/2021-05-05/air-quality-officials-target-warehouses-bid-to-curb-health-damaging-truck-poll](https://www.latimes.com/california/story/2021-05-05/air-quality-officials-target-warehouses-bid-to-curb-health-damaging-truck-pollution)

³ “Location of warehouses and environmental justice: Evidence from four metros in California.” Metro Freight Center of Excellence, January 2018, available at:

https://www.metrans.org/assets/research/MF%201.1g_Location%20of%20warehouses%20and%20environmental%20justice_Final%20Report_021618.pdf, p. 21.

⁴ “Warehouses, Pollution, and Social Disparities: An analytical view of the logistics industry’s impacts on environmental justice communities across Southern California.” People’s Collective for Environmental Justice, April 2021, available at:

https://earthjustice.org/sites/default/files/files/warehouse_research_report_4.15.2021.pdf, p. 4.

⁵ “2020 North America Industrial Big Box Review & Outlook.” CBRE, 2020, available at:

https://www2.naicapital.com/wp-content/uploads/sites/2/IE-Industrial-Market-Outlook-Q2_2024.pdf, p. 1.

⁶ “Air Quality Element.” Riverside General Plan, available at:

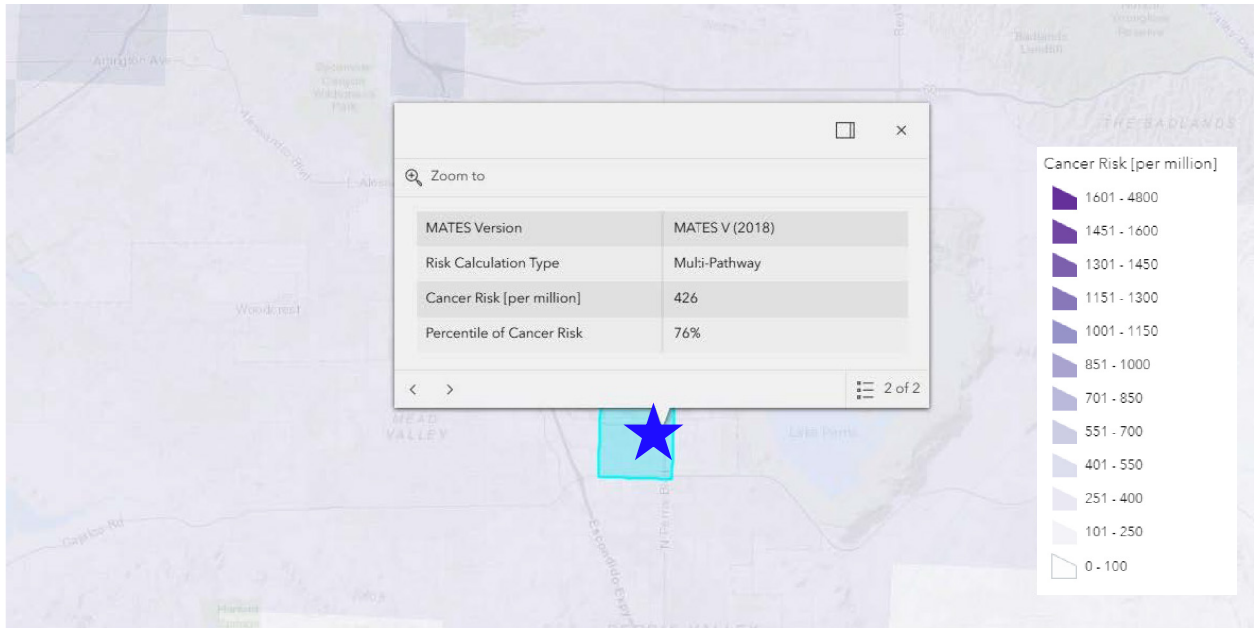
https://riversideca.gov/cedd/sites/riversideca.gov.icedd/files/pdf/planning/general-plan/13_Air_Quality_Element.pdf, p. AQ-11.

⁷ “Residential Air Toxics Cancer Risk Calculated from Model Data in Grid Cells.” MATES V, 2018, available at:

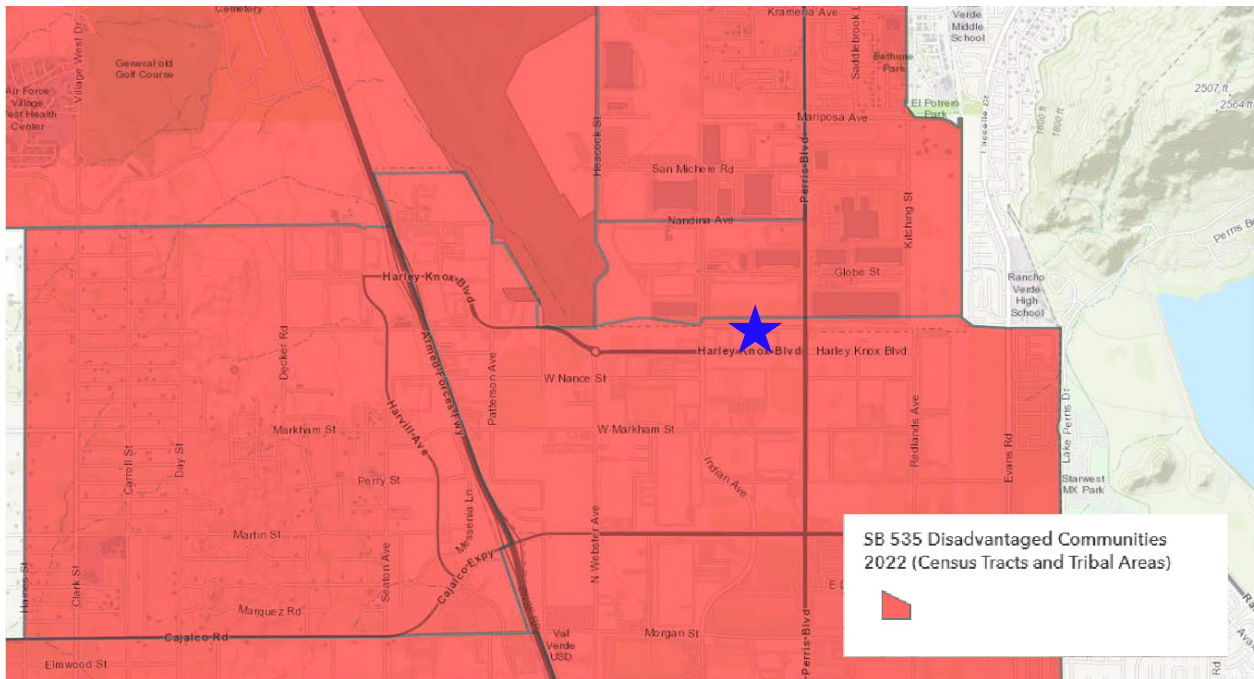
<https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?views=Click-tabs-for-other-data%2CGridded-Cancer-Risk>; see also: “MATES V Multiple Air Toxics Exposure Study.” SCAQMD, available at: <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>.

⁸ “Gridded Cancer Risk.” SCAQMD, available at:

https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?data_id=dataSource_112-7c8f2a4db79b4a918d46b4e8985a112b%3A20315&views=Click-tabs-for-other-data%2CGridded-Cancer-Risk.



CalEnviroScreen’s Senate Bill (“SB”) 535 Disadvantaged Communities Map reveals that the Project site is identified as a designated disadvantaged community (see screenshot below).⁹



⁹ “SB 535 Disadvantaged Communities (2022 Update).” California Environmental Protection Agency, *available at*: <https://experience.arcgis.com/experience/1c21c53da8de48f1b946f3402fbae55c/page/SB-535-Disadvantaged-Communities/>.

SB 535 provides funding for development projects that benefit disadvantaged communities, with the California Environmental Protection Agency identifying these communities based on geographic, socioeconomic, public health, and environmental hazard criteria.¹⁰ Given that the Project site is within a disadvantaged community and a census tract that has a high existing cancer risk, the proposed Project is liable to exacerbate the health risk impacts imposed on the surrounding community.

The proposed Project may increase health risks for nearby community members, raising concerns under SB 1000. This legislation requires local governments to integrate environmental justice into their planning, prioritizing the reduction of health risks in disadvantaged communities.¹¹ The IS/MND identifies that the Project site is 0.25 miles from the nearest sensitive receptor (p. 28). The Project should align with SB 1000's objectives by incorporating policies to mitigate health risks faced by these communities.

In accordance with the California Department of Justice ("CA DOJ") guidelines, the effects of GHG emissions and air pollutants from warehouses should be evaluated cumulatively. The CA DOJ asserts that cumulative impacts should be analyzed by considering the project's incremental effects alongside past, present, and foreseeable future projects, even if the project's individual impacts do not exceed significance thresholds.¹²

To accurately assess the Project's impact on disadvantaged communities, both existing and anticipated warehouse developments should be considered during the environmental review process.

The Warehouse Cumulative Impact Tool for Community dashboard ("Warehouse CITY"), developed by the Redford Conservancy at Pitzer College and Radical Research LLC, is a tool that visualizes and quantifies existing, potential, and approved warehouse locations across Southern California. Review of Warehouse CITY reveals that there are 100 existing warehouses, 20 approved, and 16 that are currently under California Environmental Quality Act ("CEQA") review in the city of Perris (see screenshot below).¹³

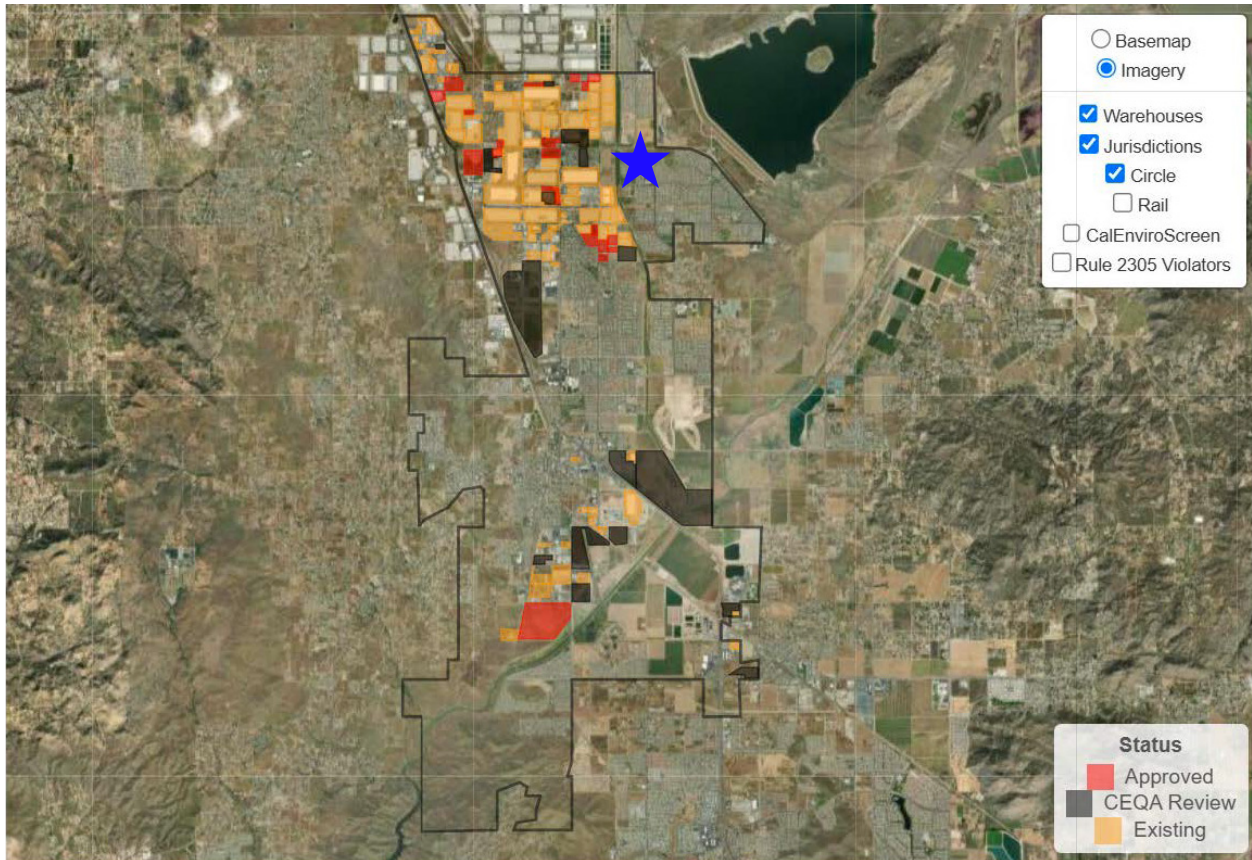
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¹⁰ "Final Designation of Disadvantaged Communities." California Environmental Protection Agency, *available at*: https://calepa.ca.gov/wp-content/uploads/sites/6/2022/05/Updated-Disadvantaged-Communities-Designation-DAC-May-2022-Eng.a.hp_-1.pdf?emrc=e05e10.

¹¹ "Environmental Justice in Local Land Use Planning." CA DOJ, *available at*: <https://oag.ca.gov/environment/sb1000>.

¹² "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act." CA DOJ, *available at*: <https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/warehouse-best-practices.pdf>, p. 6.

¹³ "Warehouse and Air Quality Mapping." Pitzer College & Radical Research LLC, *available at*: <https://radicalresearch.shinyapps.io/WarehouseCITY/>.



The Project is within an SB 535 disadvantaged community already burdened by numerous warehouses. The cumulative health risks should therefore be reassessed to better align with CA DOJ guidelines and SB 1000 environmental justice requirements. An EIR should be prepared to analyze the Project’s contribution to the health impacts warehouses impose on surrounding communities.

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Diesel Particulate Matter Emissions Inadequately Evaluated

The Air Quality, Greenhouse Gas, and Energy Report (“AQ & GHG Report”) included as Appendix A to the IS/MND concludes that the Project will have a less-than-significant health risk impact without conducting a quantified construction or operational health risk analysis (“HRA”). The IS/MND claims that construction health risk impacts would be minimal due to the short duration of its diesel particulate matter (“DPM”) emitting activities, and that operational emissions are negligible due to the limited amount of estimated Project-generated truck trips (p. 24). However, the IS/MND’s conclusion and less than significant determination lacks adequate support.

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The IS/MND does not comply with CEQA by failing to prepare a quantified construction or operational HRA.¹⁴ CEQA requires that a project’s emissions be correlated with their potential adverse impacts on human health. The Project is also inconsistent with the CA DOJ, which recommends that all warehouse projects prepare a quantitative HRA in accordance with the Office of Environmental Health Hazard

¹⁴ “Sierra Club v. County of Fresno.” Supreme Court of California, December 2018, available at: <https://ceqaportal.org/decisions/1907/Sierra%20Club%20v.%20County%20of%20Fresno.pdf>.

Assessment (“OEHHA”), the organization responsible for providing guidance on conducting HRAs in California.¹⁵ By neglecting to analyze and quantify the health risks associated with construction-related or operational DPM emissions, the IS/MND does not make a reasonable effort to assess the potential risks posed to nearby receptors. This omission undermines CEQA’s mandate to evaluate how the Project’s emissions may adversely affect human health.

The IS/MND’s conclusion of a less-than-significant impact is unsupported because it does not include a quantified construction or operational HRA for nearby sensitive receptors. Without this analysis, the IS/MND fails to compare the Project’s excess cancer risk to the SCAQMD numeric threshold of 10 in one million.¹⁶ Relevant guidance indicates that an HRA is necessary to assess the potential health impacts of Project construction and operation on nearby existing receptors.

Screening-Level Analysis Demonstrates Potentially Significant Health Risk Impact

To analyze the Project’s potential health risk impacts we conducted a risk assessment using AERSCREEN, a screening level air quality dispersion model.¹⁷ AERSCREEN uses a limited amount of site-specific information to generate maximum reasonable downwind concentrations of air contaminants to which nearby sensitive receptors may be exposed. If an unacceptable air quality hazard is determined to be possible using AERSCREEN, a more refined modeling approach should be conducted prior to the approval of the Project. According to the United States Environmental Protection Agency (“U.S. EPA”), AERSCREEN is the recommended screening model based on AERMOD.¹⁸

We prepared a preliminary HRA of the Project’s construction and operational health risk impact to residential sensitive receptors using the PM₁₀ total estimates from the IS/MND’s California Emissions Estimator Model (“CalEEMod”) model named “March Plaza Industrial” (Appendix A, pp. 31). Consistent with recommendations set forth by OEHHA, we assumed residential exposure begins during the third trimester stage of life.¹⁹ The IS/MND’s CalEEMod model indicates that construction activities will generate approximately 184 pounds of DPM over the 394-day construction period.²⁰ The AERSCREEN model relies on a continuous average emission rate to simulate maximum downward concentrations from point, area, and volume emission sources. To account for the variability in equipment usage and truck trips over Project construction, we calculated an average DPM emission rate by the following equation:

¹⁵ “Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act.” State of California Department of Justice, *available at*:

<https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/warehouse-best-practices.pdf>, p. 6.

¹⁶ “South Coast AQMD Air Quality Significance Thresholds.” SCAQMD, March 2023, *available at*:

<https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25>.

¹⁷ “Air Quality Dispersion Modeling - Screening Models,” U.S. EPA, *available at*:

<https://www.epa.gov/scram/air-quality-dispersion-modeling-screening-models>.

¹⁸ *Ibid.*

¹⁹ “Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments.” OEHHA, February 2015, *available at*: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>, p. 8-18.

²⁰ See Attachment A for health risk calculations.

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$$\text{Emission Rate } \left(\frac{\text{grams}}{\text{second}} \right) = \frac{184.3 \text{ lbs}}{394 \text{ days}} \times \frac{453.6 \text{ grams}}{\text{lbs}} \times \frac{1 \text{ day}}{24 \text{ hours}} \times \frac{1 \text{ hour}}{3,600 \text{ seconds}} = \mathbf{0.00246 \text{ g/s}}$$

Using this equation, we estimated a construction emission rate of 0.00246 grams per second (“g/s”). Subtracting the 394-day construction period from the total residential duration of 30 years, we assumed that after Project construction, the sensitive receptor would be exposed to the Project’s operational DPM for an additional 28.92 years. The IS/MND’s operational CalEEMod emissions indicate that operational activities will generate approximately 660 pounds of DPM per year throughout operation. Applying the same equation used to estimate the construction DPM rate, we estimated the following emission rate for Project operation:

$$\text{Emission Rate } \left(\frac{\text{grams}}{\text{second}} \right) = \frac{660 \text{ lbs}}{365 \text{ days}} \times \frac{453.6 \text{ grams}}{\text{lbs}} \times \frac{1 \text{ day}}{24 \text{ hours}} \times \frac{1 \text{ hour}}{3,600 \text{ seconds}} = \mathbf{0.00949 \text{ g/s}}$$

Using this equation, we estimated an operational emission rate of 0.00949 g/s. Construction and operation were simulated as a 4.37-acre rectangular area source in AERSCREEN, with approximate dimensions of 188- by 94-meters. A release height of three meters was selected to represent the height of stacks of operational equipment and other heavy-duty vehicles, and an initial vertical dimension of one and a half meters was used to simulate instantaneous plume dispersion upon release. An urban meteorological setting was selected with model-default inputs for wind speed and direction distribution. The population of the Perris was obtained from U.S. 2023 Census data.²¹

The AERSCREEN model generates maximum reasonable estimates of single-hour DPM concentrations from the Project Site. The U.S. EPA suggests that the annualized average concentration of an air pollutant be estimated by multiplying the single-hour concentration by 10% in screening procedures.²² Our AERSCREEN output files reveal that the maximally exposed individual receptor is located approximately 100 meters downwind of the Project site.²³ However, the AQ & GHG Report states that the nearest sensitive receptors are residences 0.25 miles away, or approximately 400 meters, from the Project site (p. 15). The single-hour concentration estimated by AERSCREEN for Project construction is therefore approximately 0.656 µg/m³ DPM at approximately 400 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.0656 µg/m³ for Project construction at the nearest sensitive receptor. The single-hour concentration estimated by AERSCREEN is 2.54 µg/m³ DPM at approximately 400 meters downwind for Project operation. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.254 µg/m³ for Project operation at the nearest sensitive receptor.

²¹ “Perris.” U.S. Census Bureau, 2023, available at: <https://datacommons.org/place/geoid/0656700?q=perris>.

²² “Screening Procedures for Estimating the Air Quality Impact of Stationary Sources Revised.” U.S. EPA, October 1992, available at: https://www.epa.gov/sites/default/files/2020-09/documents/epa-454r-92-019_ocr.pdf.

²³ See Attachment B for AERSCREEN output files.

We calculated the excess cancer risk to the nearest sensitive receptor using applicable HRA methodologies prescribed by OEHHA, as recommended by SCAQMD.²⁴ Guidance from OEHHA and the California Air Resources Board (“CARB”) recommends the use of a standard point estimate approach, including high-point estimate (i.e. 95th percentile) breathing rates and age sensitivity factors to account for the increased sensitivity to carcinogens during early-in-life exposure and accurately assess risk for susceptible subpopulations such as children. The residential exposure parameters used for the various age groups in our screening-level HRA are as follows:

Exposure Assumptions for Residential Individual Cancer Risk						
Age Group	Breathing Rate (L/kg-day) ²⁵	Age Sensitivity Factor ²⁶	Exposure Duration (years)	Fraction of Time at Home ²⁷	Exposure Frequency (days/year) ²⁸	Exposure Time (hours/day)
3 rd Trimester	361	10	0.25	1	350	24
Infant (0 – 2)	1090	10	2	1	350	24
Child (2 – 16)	572	3	14	1	350	24
Adult (16 – 30)	261	1	14	0.73	350	24

For the inhalation pathway, the procedure requires the incorporation of several discrete variates to effectively quantify dose for each age group. Once determined, contaminant dose is multiplied by the cancer potency factor in units of inverse dose expressed in milligrams per kilogram per day (mg/kg/day⁻¹) to derive the cancer risk estimate. We used the following dose algorithm to assess exposures:

$$Dose_{AIR,per\ age\ group} = C_{air} \times EF \times \left[\frac{BR}{BW} \right] \times A \times CF$$

where:

Dose_{AIR} = dose by inhalation (mg/kg/day), per age group

C_{air} = concentration of contaminant in air (µg/m³)

EF = exposure frequency (number of days/365 days)

²⁴ “AB 2588 and Rule 1402 Supplemental Guidelines.” SCAQMD, October 2020, available at: <http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab-2588-supplemental-guidelines.pdf?sfvrsn=19>, p. 2.

²⁵ “Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments.” OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf>.

²⁶ “Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments.” OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf>, p. 8-5 Table 8.3.

²⁷ “Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments.” OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf>, p. 8-5, Table 8.4.

²⁸ “Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments.” OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf>, p. 5-24.

BR/BW = daily breathing rate normalized to body weight (L/kg/day)
 A = inhalation absorption factor (default = 1)
 CF = conversion factor (1x10⁻⁶, µg to mg, L to m³)

We used the following equation for each appropriate age group to calculate the overall cancer risk:

$$Cancer\ Risk_{AIR} = Dose_{AIR} \times CPF \times ASF \times FAH \times \frac{ED}{AT}$$

where:

Dose_{AIR} = dose by inhalation (mg/kg/day), per age group
 CPF = cancer potency factor, chemical-specific (mg/kg/day)⁻¹
 ASF = age sensitivity factor, per age group
 FAH = fraction of time at home, per age group (for residential receptors only)
 ED = exposure duration (years)
 AT = averaging time period over which exposure duration is averaged (always 70 years)

The annualized average concentration for construction was used for the entire third trimester of pregnancy (0.25 years), and the first 1.17 years of the infantile (0 – 2) stage of life, consistent with the 394-day construction schedule. The annualized average concentration for operation was used for the remainder of the 30-year exposure period, which makes up the latter 0.83 years of the infantile stage of life, the entire child stage of life (2 – 16), as well the entire adult (16 – 30 years) stage of life. The results of our calculations are shown in the table below.

The Maximally Exposed Individual at an Existing Residential Receptor				
Age Group	Emissions Source	Duration (years)	Concentration (ug/m3)	Cancer Risk
3rd Trimester	Construction	0.25	0.0656	8.92E-07
	<i>Construction</i>	<i>0.83</i>	<i>0.0656</i>	<i>8.94E-06</i>
	<i>Operation</i>	<i>1.17</i>	<i>0.2535</i>	<i>4.87E-05</i>
Infant (0 - 2)	Total	2		5.77E-05
Child (2 - 16)	Operation	14	0.2535	9.18E-05
Adult (16 - 30)	Operation	14	0.2535	1.02E-05
Lifetime		30		1.61E-04

The excess cancer risks for the 3rd trimester of pregnancy, infants, children, and adults at the nearest sensitive receptor located approximately 400 meters away, over the course of Project construction and

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operation, are approximately 0.892, 57.7, 91.8, and 10.2 in one million, respectively. The excess cancer risk over the course of a residential lifetime (30 years) is approximately 161 in one million. The infant, child, adult, and lifetime cancer risks exceed the SCAQMD threshold of 10 in one million, resulting in a potentially significant impact not previously addressed or identified by the IS/MND and associated documents.

Our screening-level HRA uses conservative assumptions to prioritize health protection and evaluate the potential link between Project emissions and adverse health risks. The U.S. EPA’s Exposure Assessment Guidelines recommend starting with screening-level evaluations using basic tools, with refinements made as needed using detailed data or advanced models.²⁹

Our screening-level HRA indicates that Project construction and operation could result in significant health risks. An EIR should include a refined HRA to accurately assess these risks. If significant impacts are confirmed, mitigation measures outlined in the “Feasible Mitigation Measures Available to Reduce Emissions” section should be implemented.

Greenhouse Gas

Failure to Adequately Evaluate Greenhouse Gas Impacts

The IS/MND concludes that the Project would generate net annual GHG emissions of 793.3 metric tons of carbon dioxide equivalents per year (“MT CO₂e/year”) (see excerpt below) (p. 48, Table 6).

Table 6. Annual Greenhouse Gas Emissions

Generation Source	MT CO ₂ e/year
Project Emissions	
Area Sources	1.4
Energy Utilization	295.0
Mobile Source ^b	420.5
Offroad	0.0
Solid Waste Generation	25.8
Water Consumption	38.1
Construction (Amortized)	12.5
Total Project Operational Emissions	793.3
Source: CalEEMod Report, January 2024 (Appendix A)	
Note: Totals may differ due to rounding.	

The IS/MND states that the Project “would not generate GHG emissions, directly or indirectly, that have a significant effect on the environment” (p. 49). The IS/MND’s less-than-significant impact conclusion, however, is unsupported for the following reasons:

- (1) The IS/MND’s quantitative GHG analysis relies upon an outdated threshold; and
- (2) The IS/MND’s unsubstantiated air model indicates a potentially significant impact.

²⁹ “Exposure Assessment Tools by Tiers and Types - Screening-Level and Refined.” U.S. EPA, May 2024, available at: <https://www.epa.gov/expobox/exposure-assessment-tools-tiers-and-types-screening-level-and-refined>

1) Reliance on an Outdated Quantitative GHG Threshold

The IS/MND evaluates the Project's net annual GHG emissions against the SCAQMD bright-line threshold of 3,000 MT CO₂e/year (p. 48, Table 6). This threshold originates from SCAQMD's 2008 Interim CEQA GHG Significance Threshold for Stationary Sources, Rules, and Plans Report, which was developed under the Global Warming Solutions Act of 2006 ("AB 32"). AB 32 mandated California to reduce GHG emissions to 1990 levels by 2020.³⁰ The Association of Environmental Professionals' guidance states that the threshold must be updated through a new gap analysis aligned with the next GHG reduction milestone for projects after 2020.³¹

As it is currently December 2024, thresholds should be revised to reflect the current GHG reduction target. The SCAQMD bright-line threshold of 3,000 MT CO₂e/year is therefore outdated and inapplicable to the proposed Project, and the IS/MND's less-than-significant GHG impact conclusion should not be relied upon. We recommend that the Project apply the SCAQMD 2035 service population efficiency target of 3.0 metric tons of carbon dioxide equivalents per service population ("SP") per year ("MT CO₂e/SP/year"), which was calculated by applying a 40% reduction to the 2020 targets.³²

2) Failure to Identify a Potentially Significant GHG Impact

To quantitatively evaluate the Project's GHG emissions, we compared the Project's GHG emissions, as estimated by the IS/MND, to the SCAQMD 2035 efficiency target of 3.0 MT CO₂e/SP/year. When applying the updated threshold, the Project's unsubstantiated air model indicates a potentially significant GHG impact.

According to California Air Pollution Control Officers Association ("CAPCOA")'s *CEQA & Climate Change* report, an SP is defined as "the sum of the number of residents and the number of jobs supported by the project."³³ The IS/MND estimates that the Project would employ 96 people (p. 21). As the Project would not support any residential land uses, the Project's SP is also 96. When dividing the Project's net annual GHG emissions of 793.3, as estimated by the IS/MND, by an SP of 96, we find that the Project would emit approximately 8.3 MT CO₂e/SP/year (p. 65, Table 17) (see table below).³⁴

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³⁰ "Health & Safety Code 38550." California State Legislature, January 2007, available at:

https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=HSC§ionNum=38550.

³¹ "Beyond Newhall and 2020: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California." Association of Environmental Professionals, October 2016, available at: https://califaep.org/docs/AEP-2016_Final_White_Paper.pdf, p. 39.

³² "Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15." SCAQMD, September 2010, available at:

[http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresh](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresh)

[http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresh](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresh), p. 2.

³³ "CEQA & Climate Change." CAPCOA, January 2008, available at: <https://www.ourair.org/wp-content/uploads/CAPCOA-CEQA-and-Climate-Change.pdf>, p.

³⁴ Calculated: (793.3 MT CO₂e/year) / (96 service population) = (8.26 MT CO₂e/SP/year).

- Requires all off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during project construction be battery powered.
- Require all heavy-duty trucks entering the construction site during the grading and building construction phases be model year 2014 or later. All heavy-duty haul trucks should also meet CARB’s lowest optional low-oxides of nitrogen (NO_x) standard starting in the year 2022. 13
- Require all construction equipment and fleets to be in compliance with all current air quality regulations.
- Require all heavy-duty trucks entering or on the project site to be zero-emission vehicles and be fully zero-emission. A list of commercially available zero-emission trucks can be obtained from the Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP). Additional incentive funds can be obtained from the Carl Moyer Program and Voucher Incentive Program.
- Restrict trucks and support equipment from idling longer than two minutes while on site.
- Require the installation of vegetative walls or other effective barriers that separate loading docks and people living or working nearby.

In addition to recommending similar mitigation as the above-mentioned measures from CARB, the CA DOJ suggests:³⁷

- Prohibiting off-road diesel-powered equipment from being in the “on” position for more than 10 hours per day.
- Designating an area in the construction site where electric-powered construction vehicles and equipment can charge.
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the local air district, and the building manager.
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.
- Running conduit to designated locations for future electric truck charging stations.
- Installing and maintaining, at the manufacturer’s recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.
- Installing and maintaining, at the manufacturer’s recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.

1-9
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³⁷ “Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act.” State of California Department of Justice, September 2022, *available at*: <https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf>, p. 8 – 10.

Lastly, SCAQMD staff recommends: ³⁸

- Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site. 14
- Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

The CalEEMod User’s Guide confirms that the methods for mitigating DPM emissions include the use of “alternative fuel, electric equipment, diesel particulate filters (DPF), oxidation catalysts, newer tier engines, and dust suppression.”³⁹

Additionally, to reduce the GHG emissions associated with the Project, we recommend several mitigation measures (see list below).

The CA DOJ recommends: ⁴⁰

- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building’s projected energy needs, including all electrical chargers.
- Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible.
- Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability.
- Designing to LEED green building certification standards.
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.
- Running conduit to designated locations for future electric truck charging stations.
- Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces.
- Running conduit to an additional proportion of employee parking spaces for a future increase in the number of electric light-duty charging stations.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.

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³⁸ “Draft Environmental Impact Report (EIR) for the Proposed CADO Menifee Industrial Warehouse Project (Proposed Project).” SCAQMD, April 2024, *available at*: <https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/april-2024/RVC240313-05.pdf?sfvrsn=8>, p. 3.
³⁹ “Calculation Details for CalEEMod.” CAPCOA, May 2021, *available at*: <http://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/appendix-a2020-4-0.pdf?sfvrsn=6>, p. 1.
⁴⁰ “Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act.” State of California Department of Justice, September 2022, *available at*: <https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf>, p. 8 – 10.

- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.

SCAQMD staff recommends: ⁴¹

- Maximizing the use of solar energy by installing solar energy arrays.
- Using light-colored paving and roofing materials.
- Utilizing only Energy Star heating, cooling, and lighting devices and appliances.

CEQA Guidelines 15126.4 (c)(3) include “[o]ffsite measures, including offsets that are not otherwise required, to mitigate a project’s emissions” as an option for GHG mitigation.⁴² An example of this was in the case of the Oakland Sports and Mixed-Use Project, where off-site reduction measures in the neighboring communities were recommended.⁴³ We recommend consideration of local carbon offset programs to reduce the Project’s GHG impacts as a measure of last result.

An EIR should be prepared with updated health risk and GHG analyses that include all feasible mitigation measures to ensure that the necessary steps are taken to reduce emissions to the maximum extent feasible. The above-mentioned measures represent a portion of the established methods for achieving these reductions. The EIR should also demonstrate a clear commitment to the implementation of these measures prior to Project approval.

Disclaimer

SWAPE has received limited documentation regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or

⁴¹ “Draft Environmental Impact Report (EIR) for the Proposed CADO Menifee Industrial Warehouse Project (Proposed Project).” SCAQMD, April 2024, *available at*: <https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/april-2024/RVC240313-05.pdf?sfvrsn=8>, [https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/april-2024/RVC240313-05.pdf?sfvrsn=8](#), ⁴² Cal. Code Regs. tit. 14 § 15126.4.” CEQA Guidelines, May 2024, *available at*: <https://casertext.com/regulation/california-code-of-regulations/title-14-natural-resources/division-6-resources-agency/chapter-3-guidelines-for-implementation-of-the-california-environmental-quality-act/article-9-contents-of-environmental-impact-reports/section-151264-consideration-and-discussion-of-mitigation-measures-proposed-to-minimize-significant-effects>.

⁴³ “Cal. Pub. Resources Code § 21168.6.7.” 2023, *available at*: <https://casertext.com/statute/california-codes/california-public-resources-code/division-13-environmental-quality/chapter-6-limitations/section-2116867-oakland-sports-and-mixed-use-project-conditions-for-approval-certification-of-project-for-streamlining>.

otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

A handwritten signature in blue ink that reads "Matt Hagemann". The signature is fluid and cursive, with a long horizontal stroke at the end.

Matt Hagemann, P.G., C.Hg.

A handwritten signature in blue ink that reads "Paul Rosenfeld". The signature is cursive and clearly legible.

Paul E. Rosenfeld, Ph.D.

Attachment A: Health Risk Calculations
Attachment B: AERSCREEN Output Files
Attachment C: Matt Hagemann CV
Attachment D: Paul Rosenfeld CV

Construction		
2024		Total
Annual Emissions (tons/year)	0.07	Total DPM (lbs) 184.3287671
Daily Emissions (lbs/day)	0.383561644	Total DPM (g) 83611.52877
Construction Duration (days)	91	Emission Rate (g/s) 0.002456157
Total DPM (lbs)	34.90410959	Release Height (meters) 3
Total DPM (g)	15832.50411	Total Acreage 4.37
Start Date	10/2/2024	Max Horizontal (meters) 188.07
End Date	1/1/2025	Min Horizontal (meters) 94.03
Construction Days	91	Initial Vertical Dimension (meters) 1.5
		Setting Perris
		Population 80,603
		Start Date 10/2/2024
		End Date 10/31/2025
		Total Construction Days 394
		Total Years of Construction 1.08
		Total Years of Operation 28.92
2025		
Annual Emissions (tons/year) 0.09		
Daily Emissions (lbs/day)	0.493150685	
Construction Duration (days)	303	
Total DPM (lbs)	149.4246575	
Total DPM (g)	67779.02466	
Start Date	1/1/2025	
End Date	10/31/2025	
Construction Days	303	

Operation	
	Emission Rate
Annual Emissions (tons/year) 0.33	
Daily Emissions (lbs/day)	1.808219178
Total DPM (lbs)	660
Emission Rate (g/s)	0.009493151
Release Height (meters)	3
Total Acreage	4.37
Max Horizontal (meters)	188.07
Min Horizontal (meters)	94.03
Initial Vertical Dimension (meters)	1.5
Setting	Perris
Population	80,603

The Maximally Exposed Individual at an Existing Residential Receptor

Age Group	Emissions Source	Duration (years)	Concentration (ug/m3)	Cancer Risk
3rd Trimester	Construction	0.25	0.0656	8.92E-07
	<i>Construction</i>	<i>0.83</i>	<i>0.0656</i>	<i>8.94E-06</i>
	<i>Operation</i>	<i>1.17</i>	<i>0.2535</i>	<i>4.87E-05</i>
Infant (0 - 2)	Total	2		5.77E-05
Child (2 - 16)	Operation	14	0.2535	9.18E-05
Adult (16 - 30)	Operation	14	0.2535	1.02E-05
Lifetime		30		1.61E-04

AERSCREEN 21112 / AERMOD 21112

12/27/24
07:27:30

TITLE: MarchPlaza, Construction

***** AREA PARAMETERS *****

SOURCE EMISSION RATE:	0.246E-02 g/s	0.195E-01 lb/hr
AREA EMISSION RATE:	0.139E-06 g/(s-m2)	0.110E-05 lb/(hr-m2)
AREA HEIGHT:	3.00 meters	9.84 feet
AREA SOURCE LONG SIDE:	188.07 meters	617.03 feet
AREA SOURCE SHORT SIDE:	94.03 meters	308.50 feet
INITIAL VERTICAL DIMENSION:	1.50 meters	4.92 feet
RURAL OR URBAN:	URBAN	
POPULATION:	80603	
INITIAL PROBE DISTANCE =	5000. meters	16404. feet

***** BUILDING DOWNWASH PARAMETERS *****

BUILDING DOWNWASH NOT USED FOR NON-POINT SOURCES

***** FLOW SECTOR ANALYSIS *****

25 meter receptor spacing: 1. meters - 5000. meters

MAXIMUM IMPACT RECEPTOR

Zo SECTOR	SURFACE ROUGHNESS	1-HR CONC (ug/m3)	RADIAL (deg)	DIST (m)	TEMPORAL PERIOD
1*	1.000	4.584	20	100.0	WIN

*= worst case
diagonal

***** MAKEMET METEOROLOGY PARAMETERS *****

MIN/MAX TEMPERATURE: 250.0 / 310.0 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERISTICS INPUT: AERMET SEASONAL TABLES

DOMINANT SURFACE PROFILE: Urban
 DOMINANT CLIMATE TYPE: Average Moisture
 DOMINANT SEASON: Winter

ALBEDO: 0.35
 BOWEN RATIO: 1.50
 ROUGHNESS LENGTH: 1.000 (meters)

SURFACE FRICTION VELOCITY (U*) NOT ADJUSTED

METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR MO DY JDY HR

 10 01 10 10 01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-0	LEN	Z0	BOWEN	ALBEDO	REF	WS
-1.30	0.043	9.000	0.020	999.	21.	6.0	1.000	1.50	0.35	0.50		

HT	REF	TA	HT
10.0	310.0	2.0	

***** AERSCREEN AUTOMATED DISTANCES *****

OVERALL MAXIMUM CONCENTRATIONS BY DISTANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
1.00	3.491	2525.00	0.5456E-01

25.00	3.860	2550.00	0.5383E-01
50.00	4.167	2575.00	0.5311E-01
75.00	4.425	2600.00	0.5242E-01
100.00	4.584	2625.00	0.5173E-01
125.00	3.135	2650.00	0.5107E-01
150.00	2.368	2675.00	0.5042E-01
175.00	1.945	2700.00	0.4978E-01
200.00	1.637	2725.00	0.4915E-01
225.00	1.404	2750.00	0.4854E-01
250.00	1.224	2775.00	0.4794E-01
275.00	1.079	2800.00	0.4736E-01
300.00	0.9615	2825.00	0.4679E-01
325.00	0.8649	2850.00	0.4623E-01
350.00	0.7837	2875.00	0.4568E-01
375.00	0.7149	2900.00	0.4514E-01
400.00	0.6561	2925.00	0.4461E-01
425.00	0.6053	2950.00	0.4409E-01
450.00	0.5604	2975.00	0.4359E-01
475.00	0.5212	3000.00	0.4309E-01
500.00	0.4868	3025.00	0.4261E-01
525.00	0.4561	3050.00	0.4213E-01
550.00	0.4284	3075.00	0.4166E-01
575.00	0.4034	3100.00	0.4120E-01
600.00	0.3810	3125.00	0.4075E-01
625.00	0.3607	3150.00	0.4031E-01
650.00	0.3422	3175.00	0.3987E-01
675.00	0.3252	3200.00	0.3945E-01
700.00	0.3096	3225.00	0.3903E-01
725.00	0.2953	3250.00	0.3862E-01
750.00	0.2822	3275.00	0.3822E-01
775.00	0.2700	3300.00	0.3782E-01
800.00	0.2586	3325.00	0.3743E-01
825.00	0.2481	3350.00	0.3705E-01
850.00	0.2383	3375.00	0.3668E-01
875.00	0.2292	3400.00	0.3631E-01
900.00	0.2205	3425.00	0.3595E-01
925.00	0.2125	3450.00	0.3559E-01
950.00	0.2049	3475.00	0.3524E-01
975.00	0.1978	3500.00	0.3490E-01
1000.00	0.1911	3525.00	0.3456E-01
1025.00	0.1848	3550.00	0.3423E-01
1050.00	0.1789	3575.00	0.3390E-01
1075.00	0.1733	3600.00	0.3358E-01
1100.00	0.1680	3625.00	0.3326E-01
1125.00	0.1629	3650.00	0.3295E-01
1150.00	0.1582	3675.00	0.3264E-01
1175.00	0.1536	3700.00	0.3234E-01
1200.00	0.1493	3725.00	0.3204E-01
1225.00	0.1452	3750.00	0.3175E-01
1250.00	0.1413	3775.00	0.3147E-01

1275.00	0.1375	3800.00	0.3118E-01
1300.00	0.1340	3825.00	0.3090E-01
1325.00	0.1305	3850.00	0.3063E-01
1350.00	0.1272	3875.00	0.3036E-01
1375.00	0.1241	3900.00	0.3009E-01
1400.00	0.1211	3925.00	0.2983E-01
1425.00	0.1182	3950.00	0.2957E-01
1450.00	0.1154	3975.00	0.2932E-01
1475.00	0.1128	4000.00	0.2907E-01
1500.00	0.1102	4025.00	0.2882E-01
1525.00	0.1078	4050.00	0.2858E-01
1550.00	0.1054	4075.00	0.2834E-01
1575.00	0.1031	4100.00	0.2810E-01
1600.00	0.1010	4125.00	0.2787E-01
1625.00	0.9885E-01	4149.99	0.2764E-01
1650.00	0.9682E-01	4175.00	0.2742E-01
1675.00	0.9487E-01	4200.00	0.2719E-01
1700.00	0.9298E-01	4225.00	0.2697E-01
1725.00	0.9115E-01	4250.00	0.2676E-01
1750.00	0.9015E-01	4275.00	0.2654E-01
1775.00	0.8842E-01	4300.00	0.2633E-01
1800.00	0.8674E-01	4325.00	0.2612E-01
1825.00	0.8511E-01	4350.00	0.2592E-01
1850.00	0.8354E-01	4375.00	0.2572E-01
1875.00	0.8202E-01	4400.00	0.2552E-01
1900.00	0.8054E-01	4425.00	0.2532E-01
1925.00	0.7911E-01	4450.00	0.2512E-01
1950.00	0.7773E-01	4475.00	0.2493E-01
1975.00	0.7638E-01	4500.00	0.2474E-01
2000.00	0.7508E-01	4525.00	0.2456E-01
2025.00	0.7381E-01	4550.00	0.2437E-01
2050.00	0.7258E-01	4575.00	0.2419E-01
2075.00	0.7139E-01	4600.00	0.2401E-01
2100.00	0.7022E-01	4625.00	0.2383E-01
2125.00	0.6910E-01	4650.00	0.2366E-01
2150.00	0.6800E-01	4675.00	0.2349E-01
2175.00	0.6693E-01	4700.00	0.2331E-01
2200.00	0.6589E-01	4725.00	0.2315E-01
2225.00	0.6488E-01	4750.00	0.2298E-01
2250.00	0.6389E-01	4775.00	0.2282E-01
2275.00	0.6293E-01	4800.00	0.2265E-01
2300.00	0.6200E-01	4825.00	0.2249E-01
2325.00	0.6109E-01	4850.00	0.2233E-01
2350.00	0.6020E-01	4875.00	0.2218E-01
2375.00	0.5933E-01	4900.00	0.2202E-01
2400.00	0.5849E-01	4924.99	0.2187E-01
2425.00	0.5766E-01	4950.00	0.2172E-01
2450.00	0.5686E-01	4975.00	0.2157E-01
2475.00	0.5607E-01	5000.00	0.2142E-01
2500.00	0.5531E-01		

 ***** AERSCREEN MAXIMUM IMPACT SUMMARY *****

3-hour, 8-hour, and 24-hour scaled concentrations are equal to the 1-hour concentration as referenced in SCREENING PROCEDURES FOR ESTIMATING THE AIR QUALITY IMPACT OF STATIONARY SOURCES, REVISED (Section 4.5.4)
 Report number EPA-454/R-92-019
http://www.epa.gov/scram001/guidance_permit.htm
 under Screening Guidance

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOUR CONC (ug/m3)	SCALED 8-HOUR CONC (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	4.584	4.584	4.584	4.584	N/A

DISTANCE FROM SOURCE 100.00 meters

IMPACT AT THE AMBIENT BOUNDARY	3.491	3.491	3.491	3.491	N/A
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DISTANCE FROM SOURCE 1.00 meters

TITLE: MarchPlaza, Operational

***** AREA PARAMETERS *****

SOURCE EMISSION RATE:	0.949E-02 g/s	0.753E-01 lb/hr
AREA EMISSION RATE:	0.537E-06 g/(s-m2)	0.426E-05 lb/(hr-m2)
AREA HEIGHT:	3.00 meters	9.84 feet
AREA SOURCE LONG SIDE:	188.07 meters	617.03 feet
AREA SOURCE SHORT SIDE:	94.03 meters	308.50 feet
INITIAL VERTICAL DIMENSION:	1.50 meters	4.92 feet
RURAL OR URBAN:	URBAN	
POPULATION:	80603	
INITIAL PROBE DISTANCE =	5000. meters	16404. feet

***** BUILDING DOWNWASH PARAMETERS *****

BUILDING DOWNWASH NOT USED FOR NON-POINT SOURCES

***** FLOW SECTOR ANALYSIS *****

- 5000. 25 meter receptor spacing: 1. meters
meters-----

MAXIMUM IMPACT RECEPTOR

Zo SECTOR	SURFACE DISPERSSION (ug/m3)	WIND DIRECTION (deg)	WIND SPEED (m/s)	TEMPORAL PERIOD
1*	1.000	17.71	20	100.0 WIN

* = worst case diagonal

***** MAKEMET METEOROLOGY PARAMETERS *****

MIN/MAX TEMPERATURE: 250.0 / 310.0 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERISTICS INPUT: AERMET SEASONAL TABLES

DOMINANT SURFACE PROFILE: Urban
 DOMINANT CLIMATE TYPE: Average Moisture
 DOMINANT SEASON: Winter

ALBEDO: 0.35
 BOWEN RATIO: 1.50
 ROUGHNESS LENGTH: 1.000 (meters)

SURFACE FRICTION VELOCITY (U*) NOT ADJUSTED

METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR MO DY JDY HR

 10 01 10 10 01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-0	LEN	Z0	BOWEN	ALBEDO	REF	WS
-1.30	0.043	9.000	0.020	999.		21.	6.0	1.000	1.50	0.35		0.50

HT	REF	TA	HT
10.0	310.0		2.0

***** AERSCREEN AUTOMATED DISTANCES *****

OVERALL MAXIMUM CONCENTRATIONS BY DISTANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
1.00	13.49	2525.00	0.2109

25.00	14.92	2550.00	0.2080
50.00	16.11	2575.00	0.2053
75.00	17.10	2600.00	0.2026
100.00	17.71	2625.00	0.1999
125.00	12.11	2650.00	0.1974
150.00	9.150	2675.00	0.1948
175.00	7.516	2700.00	0.1924
200.00	6.326	2725.00	0.1900
225.00	5.427	2750.00	0.1876
250.00	4.729	2775.00	0.1853
275.00	4.170	2800.00	0.1830
300.00	3.716	2825.00	0.1808
325.00	3.342	2850.00	0.1786
350.00	3.029	2875.00	0.1765
375.00	2.763	2900.00	0.1744
400.00	2.535	2925.00	0.1724
425.00	2.339	2950.00	0.1704
450.00	2.166	2975.00	0.1685
475.00	2.014	3000.00	0.1665
500.00	1.881	3025.00	0.1647
525.00	1.763	3050.00	0.1628
550.00	1.656	3075.00	0.1610
575.00	1.559	3100.00	0.1592
600.00	1.472	3125.00	0.1575
625.00	1.394	3150.00	0.1558
650.00	1.323	3174.99	0.1541
675.00	1.257	3200.00	0.1525
700.00	1.197	3225.00	0.1508
725.00	1.141	3250.00	0.1493
750.00	1.090	3275.00	0.1477
775.00	1.043	3300.00	0.1462
800.00	0.9995	3325.00	0.1447
825.00	0.9588	3350.00	0.1432
850.00	0.9209	3375.00	0.1417
875.00	0.8857	3400.00	0.1403
900.00	0.8523	3425.00	0.1389
925.00	0.8211	3450.00	0.1375
950.00	0.7919	3475.00	0.1362
975.00	0.7644	3500.00	0.1349
1000.00	0.7387	3525.00	0.1336
1025.00	0.7143	3550.00	0.1323
1050.00	0.6913	3575.00	0.1310
1075.00	0.6696	3600.00	0.1298
1100.00	0.6491	3625.00	0.1285
1125.00	0.6297	3650.00	0.1273
1150.00	0.6113	3675.00	0.1262
1175.00	0.5938	3700.00	0.1250
1200.00	0.5771	3725.00	0.1238
1225.00	0.5611	3750.00	0.1227
1250.00	0.5460	3775.00	0.1216

1275.00	0.5315	3800.00	0.1205
1300.00	0.5177	3825.00	0.1194
1325.00	0.5044	3850.00	0.1184
1350.00	0.4917	3875.00	0.1173
1375.00	0.4796	3900.00	0.1163
1400.00	0.4679	3925.00	0.1153
1425.00	0.4568	3950.00	0.1143
1450.00	0.4461	3975.00	0.1133
1475.00	0.4358	4000.00	0.1123
1500.00	0.4260	4025.00	0.1114
1525.00	0.4165	4050.00	0.1104
1550.00	0.4074	4075.00	0.1095
1575.00	0.3986	4100.00	0.1086
1600.00	0.3902	4125.00	0.1077
1625.00	0.3820	4149.99	0.1068
1650.00	0.3742	4175.00	0.1059
1675.00	0.3666	4200.00	0.1051
1700.00	0.3593	4225.00	0.1042
1725.00	0.3523	4250.00	0.1034
1750.00	0.3484	4275.00	0.1026
1775.00	0.3417	4300.00	0.1018
1800.00	0.3352	4325.00	0.1010
1825.00	0.3289	4350.00	0.1002
1850.00	0.3229	4375.00	0.9938E-01
1875.00	0.3170	4400.00	0.9861E-01
1900.00	0.3113	4425.00	0.9785E-01
1925.00	0.3058	4450.00	0.9710E-01
1950.00	0.3004	4475.00	0.9636E-01
1975.00	0.2952	4500.00	0.9562E-01
2000.00	0.2902	4525.00	0.9490E-01
2025.00	0.2853	4550.00	0.9419E-01
2050.00	0.2805	4575.00	0.9349E-01
2075.00	0.2759	4600.00	0.9279E-01
2100.00	0.2714	4625.00	0.9211E-01
2125.00	0.2670	4650.00	0.9143E-01
2150.00	0.2628	4675.00	0.9076E-01
2175.00	0.2587	4700.00	0.9010E-01
2200.00	0.2546	4725.00	0.8945E-01
2225.00	0.2507	4750.00	0.8881E-01
2250.00	0.2469	4775.00	0.8817E-01
2275.00	0.2432	4800.00	0.8754E-01
2300.00	0.2396	4825.00	0.8693E-01
2325.00	0.2361	4850.00	0.8631E-01
2350.00	0.2326	4875.00	0.8571E-01
2375.00	0.2293	4900.00	0.8511E-01
2400.00	0.2260	4924.99	0.8452E-01
2425.00	0.2228	4950.00	0.8394E-01
2450.00	0.2197	4975.00	0.8336E-01
2475.00	0.2167	5000.00	0.8279E-01
2500.00	0.2137		

 ***** AERSCREEN MAXIMUM IMPACT SUMMARY *****

3-hour, 8-hour, and 24-hour scaled concentrations are equal to the 1-hour concentration as referenced in SCREENING PROCEDURES FOR ESTIMATING THE AIR QUALITY IMPACT OF STATIONARY SOURCES, REVISED (Section 4.5.4)
 Report number EPA-454/R-92-019
http://www.epa.gov/scram001/guidance_permit.htm
 under Screening Guidance

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOUR CONC (ug/m3)	SCALED 8-HOUR CONC (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	17.71	17.71	17.71	17.71	N/A

DISTANCE FROM SOURCE 100.00 meters

IMPACT AT THE AMBIENT BOUNDARY	13.49	13.49	13.49	13.49	N/A
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DISTANCE FROM SOURCE 1.00 meters

ATTACHMENT B
March Plaza AQ Report with Expanded PM10

March Plaza Industrial Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	March Plaza Industrial
Construction Start Date	9/3/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	9.00
Location	33.856829832532384, -117.22675813730984
County	Riverside-South Coast
City	Perris
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5580
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Industrial Park	66.7	1000sqft	4.42	66,686	28,880	0.00	—	—

Parking Lot	97.0	1000sqft	0.00	0.00	0.00	0.00	—	—
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1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Unmit.	1.26	10.9	15.3	0.03	0.44	0.46	0.90	0.51	3,157
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Unmit.	34.5	36.1	34.0	0.05	1.60	7.89	9.49	5.47	5,548
Average Daily (Max)	—	—	—	—	—	—	—	—	—
Unmit.	2.36	5.78	7.91	0.01	0.23	0.25	0.47	0.27	1,633
Annual (Max)	—	—	—	—	—	—	—	—	—
Unmit.	0.43	1.06	1.44	< 0.005	0.04	0.05	0.09	0.05	270
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	—	—	150	55.0	—
Unmit.	No	No	No	No	—	—	No	No	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	—	—	150	55.0	—
Unmit.	No	No	No	No	—	—	No	No	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—
2025	1.26	10.9	15.3	0.03	0.44	0.46	0.90	0.51	3,157
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—
2024	3.73	36.1	34.0	0.05	1.60	7.89	9.49	5.47	5,548
2025	34.5	11.0	14.8	0.03	0.44	0.46	0.90	0.51	3,123
Average Daily	—	—	—	—	—	—	—	—	—
2024	0.28	2.59	3.01	0.01	0.11	0.25	0.36	0.21	632
2025	2.36	5.78	7.91	0.01	0.23	0.24	0.47	0.27	1,633
Annual	—	—	—	—	—	—	—	—	—
2024	0.05	0.47	0.55	< 0.005	0.02	0.05	0.07	0.04	105
2025	0.43	1.06	1.44	< 0.005	0.04	0.04	0.09	0.05	270

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Unmit.	2.68	2.42	11.1	0.03	0.07	2.02	2.09	0.59	5,252
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Unmit.	2.56	1.59	8.26	0.02	0.05	1.98	2.03	0.56	4,471
Average Daily (Max)	—	—	—	—	—	—	—	—	—
Unmit.	2.43	2.29	8.05	0.03	0.07	1.76	1.82	0.51	4,733

Annual (Max)	—	—	—	—	—	—	—	—	—
Unmit.	0.44	0.42	1.47	< 0.005	0.01	0.32	0.33	0.09	784
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	—	—	150	55.0	—
Unmit.	No	No	No	No	—	—	No	No	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	—	—	150	55.0	—
Unmit.	No	No	No	No	—	—	No	No	—

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Mobile	0.58	1.91	7.76	0.03	0.03	2.02	2.05	0.54	3,026
Area	2.07	0.02	2.90	< 0.005	< 0.005	—	< 0.005	0.01	12.0
Energy	0.03	0.49	0.42	< 0.005	0.04	—	0.04	0.04	1,812
Water	—	—	—	—	—	—	—	—	230
Waste	—	—	—	—	—	—	—	—	156
Refrig.	—	—	—	—	—	—	—	—	17.4
Off-Road	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00
Total	2.68	2.42	11.1	0.03	0.07	2.02	2.09	0.59	5,252
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Mobile	0.93	1.10	7.84	0.02	0.02	1.98	1.99	0.52	2,256
Area	1.60	—	—	—	—	—	—	—	—
Energy	0.03	0.49	0.42	< 0.005	0.04	—	0.04	0.04	1,812

Water	—	—	—	—	—	—	—	—	230
Waste	—	—	—	—	—	—	—	—	156
Refrig.	—	—	—	—	—	—	—	—	17.4
Off-Road	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00
Total	2.56	1.59	8.26	0.02	0.05	1.98	2.03	0.56	4,471
Average Daily	—	—	—	—	—	—	—	—	—
Mobile	0.48	1.78	5.65	0.02	0.03	1.76	1.78	0.47	2,540
Area	1.92	0.02	1.99	< 0.005	< 0.005	—	< 0.005	< 0.005	8.20
Energy	0.03	0.49	0.42	< 0.005	0.04	—	0.04	0.04	1,782
Water	—	—	—	—	—	—	—	—	230
Waste	—	—	—	—	—	—	—	—	156
Refrig.	—	—	—	—	—	—	—	—	17.4
Off-Road	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00
Total	2.43	2.29	8.05	0.03	0.07	1.76	1.82	0.51	4,733
Annual	—	—	—	—	—	—	—	—	—
Mobile	0.09	0.33	1.03	< 0.005	< 0.005	0.32	0.33	0.09	421
Area	0.35	< 0.005	0.36	< 0.005	< 0.005	—	< 0.005	< 0.005	1.36
Energy	< 0.005	0.09	0.08	< 0.005	0.01	—	0.01	0.01	295
Water	—	—	—	—	—	—	—	—	38.1
Waste	—	—	—	—	—	—	—	—	25.8
Refrig.	—	—	—	—	—	—	—	—	2.87
Off-Road	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00
Total	0.44	0.42	1.47	< 0.005	0.01	0.32	0.33	0.09	784

3. Construction Emissions Details

3.1. Site Preparation (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	3.94	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.49	0.45	< 0.005	0.02	—	0.02	0.02	72.8
Dust From Material Movement	—	—	—	—	—	0.11	0.11	0.05	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.09	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	12.1
Dust From Material Movement	—	—	—	—	—	0.02	0.02	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.08	0.10	1.10	0.00	0.00	0.23	0.23	0.05	234
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	< 0.005	3.26
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	< 0.005	0.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.90	18.2	18.8	0.03	0.84	—	0.84	0.77	2,969
Dust From Material Movement	—	—	—	—	—	2.77	2.77	1.34	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.40	0.41	< 0.005	0.02	—	0.02	0.02	65.1
Dust From Material Movement	—	—	—	—	—	0.06	0.06	0.03	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	10.8
Dust From Material Movement	—	—	—	—	—	0.01	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.07	0.09	0.95	0.00	0.00	0.20	0.20	0.05	201
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	2.58	0.61	0.01	0.04	0.57	0.61	0.20	2,296
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	< 0.005	4.47
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.06	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	50.4
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	< 0.005	0.74
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	8.34

3.5. Building Construction (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	1.56	1.82	< 0.005	0.07	—	0.07	0.06	334
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.28	0.33	< 0.005	0.01	—	0.01	0.01	55.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.13	0.16	1.77	0.00	0.00	0.37	0.37	0.09	375
Vendor	0.01	0.40	0.12	< 0.005	< 0.005	0.09	0.10	0.03	355
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.26	0.00	0.00	0.05	0.05	0.01	52.9
Vendor	< 0.005	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	49.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	< 0.005	8.75
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	8.17
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	5.15	6.43	0.01	0.21	—	0.21	0.20	1,186
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.94	1.17	< 0.005	0.04	—	0.04	0.04	196
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	2.16	0.00	0.00	0.37	0.37	0.09	401
Vendor	0.01	0.37	0.11	< 0.005	< 0.005	0.09	0.10	0.03	351
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.12	0.14	1.63	0.00	0.00	0.37	0.37	0.09	367

Vendor	0.01	0.38	0.12	< 0.005	< 0.005	0.09	0.10	0.03	350
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.06	0.07	0.85	0.00	0.00	0.18	0.18	0.04	184
Vendor	< 0.005	0.19	0.06	< 0.005	< 0.005	0.05	0.05	0.02	173
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.16	0.00	0.00	0.03	0.03	0.01	30.4
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	28.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.71	6.52	8.84	0.01	0.29	—	0.29	0.26	1,355
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.71	6.52	8.84	0.01	0.29	—	0.29	0.26	1,355
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.32	0.44	< 0.005	0.01	—	0.01	0.01	66.8

Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	11.1
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	1.54	0.00	0.00	0.26	0.26	0.06	286
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.08	0.10	1.17	0.00	0.00	0.26	0.26	0.06	262
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	< 0.005	13.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	< 0.005	2.17
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	134
Architectural Coatings	34.4	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	6.61
Architectural Coatings	1.69	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	1.09
Architectural Coatings	0.31	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.33	0.00	0.00	0.07	0.07	0.02	73.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	< 0.005	3.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	< 0.005	0.61
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Industrial Park	0.58	1.91	7.76	0.03	0.03	2.02	2.05	0.54	3,026
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.58	1.91	7.76	0.03	0.03	2.02	2.05	0.54	3,026
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Industrial Park	0.93	1.10	7.84	0.02	0.02	1.98	1.99	0.52	2,256
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.93	1.10	7.84	0.02	0.02	1.98	1.99	0.52	2,256
Annual	—	—	—	—	—	—	—	—	—
Industrial Park	0.09	0.33	1.03	< 0.005	< 0.005	0.32	0.33	0.09	421
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.09	0.33	1.03	< 0.005	< 0.005	0.32	0.33	0.09	421

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	1,117
Parking Lot	—	—	—	—	—	—	—	—	0.00
undefined	—	—	—	—	—	—	—	—	103
Total	—	—	—	—	—	—	—	—	1,220
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	1,117
Parking Lot	—	—	—	—	—	—	—	—	0.00
undefined	—	—	—	—	—	—	—	—	103
Total	—	—	—	—	—	—	—	—	1,220
Annual	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	185
Parking Lot	—	—	—	—	—	—	—	—	0.00
undefined	—	—	—	—	—	—	—	—	12.1
Total	—	—	—	—	—	—	—	—	197

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Industrial Park	0.03	0.49	0.42	< 0.005	0.04	—	0.04	0.04	591

Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00
Total	0.03	0.49	0.42	< 0.005	0.04	—	0.04	0.04	591
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Industrial Park	0.03	0.49	0.42	< 0.005	0.04	—	0.04	0.04	591
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00
Total	0.03	0.49	0.42	< 0.005	0.04	—	0.04	0.04	591
Annual	—	—	—	—	—	—	—	—	—
Industrial Park	< 0.005	0.09	0.08	< 0.005	0.01	—	0.01	0.01	97.9
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00
Total	< 0.005	0.09	0.08	< 0.005	0.01	—	0.01	0.01	97.9

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Consumer Products	1.43	—	—	—	—	—	—	—	—
Architectural Coatings	0.17	—	—	—	—	—	—	—	—
Landscape Equipment	0.48	0.02	2.90	< 0.005	< 0.005	—	< 0.005	0.01	12.0
Total	2.07	0.02	2.90	< 0.005	< 0.005	—	< 0.005	0.01	12.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Consumer Products	1.43	—	—	—	—	—	—	—	—

Architectural Coatings	0.17	—	—	—	—	—	—	—	—
Total	1.60	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Consumer Products	0.26	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	< 0.005	0.36	< 0.005	< 0.005	—	< 0.005	< 0.005	1.36
Total	0.35	< 0.005	0.36	< 0.005	< 0.005	—	< 0.005	< 0.005	1.36

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	230
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	230
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	230
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	230
Annual	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	38.1
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	38.1

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	156
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	156
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	156
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	156
Annual	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	25.8
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	25.8

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	17.4
Total	—	—	—	—	—	—	—	—	17.4

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	17.4
Total	—	—	—	—	—	—	—	—	17.4
Annual	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	2.87
Total	—	—	—	—	—	—	—	—	2.87

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Forklifts	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Forklifts	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Forklifts	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	10/2/2024	10/9/2024	5.00	5.00	—
Grading	Grading	10/10/2024	10/21/2024	5.00	8.00	—

Building Construction	Building Construction	10/22/2024	9/9/2025	5.00	230	—
Paving	Paving	9/10/2025	10/5/2025	5.00	18.0	—
Architectural Coating	Architectural Coating	10/6/2025	10/31/2025	5.00	18.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Back hoes	Diesel	Average	3.00	8.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	31.3	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	28.0	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	10.9	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	5.60	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT

Architectural Coating	Onsite truck	—	—	HHDT
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5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	100,029	33,343	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	7.50	0.00	—
Grading	2,000	0.00	8.00	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Industrial Park	0.00	0%
Parking Lot	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	349	0.03	< 0.005
2025	0.00	349	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Industrial Park	225	169	82.7	71,735	2,788	2,102	1,026	890,041
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	100,029	33,343	—

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Industrial Park	1,163,215	349	0.0330	0.0040	1,839,644
Parking Lot	0.00	349	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Industrial Park	15,421,138	457,913
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Industrial Park	82.7	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	Electric	Average	3.00	8.00	82.0	0.20

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

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

Equipment Type	Fuel Type
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8. User Changes to Default Data

Screen	Justification
Land Use	Three LI buildings with warehouse and office in each. Grouped together with a total of 66,616sf of structures and 4.42 acre lot area. Landscaping for all 3 is 28,880. Bldg 1: 23,881sf, 1.17ac lot; Bldg 2: 20,340sf, 1.01ac lot; Bldg 3: 22,465sf, 1.0ac lot. Parking for all included as square-footage to capture all paving on site including driveways 96,969sf
Construction: Construction Phases	No demolition necessary
Operations: Fleet Mix	Vehicle mix changed to match trip generation forecast.

ATTACHMENT C
Letter 2



Letter 2

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Via Email

February 12, 2025

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Jack Shively, Vice Chairman
Elizabeth Jimenez, Commissioner
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Re: Comment on Final Mitigated Negative Declaration, March Plaza Project (SCH 2024110983, PLN22-00031, DPR 22-00031, PLN23-05028, PLN23-05029) February 19, 2025 Planning Commission

Dear Chairman Hammond, Honorable Planning Commissioners, and Mr. Perez:

This comment is submitted on behalf of Supporters Alliance For Environmental Responsibility ("SAFER") regarding the Final Mitigated Negative Declaration ("FMND") prepared for the March Plaza Project (SCH 2024110983, PLN22-00031, DPR 22-00031, PLN23-05028, PLN23-05029), which proposes the development of three (3) multi-tenant concrete tilt-up buildings totaling in 66,686 square feet, located at the northwest corner of Perris Boulevard and Harley Knox Boulevard (APNs: 302090-052, -053, -054, -056, -057, -058, -059, -060 and -061) ("Project") in the City of Perris ("City"). SAFER submitted extensive expert comments on the IS/MND, including air quality comments from Dr. Paul Rosenfeld, Ph.D., biological impact comments from Dr. Shawn Smallwood, Ph.D., and noise/vibration comments from acoustical engineering firm, Wilson Ihrig. Those comments are incorporated herein by reference. The City responded to these comments in the form of the FMND. As discussed below, the FMND fails to adequately respond to our comments, and there remains a fair argument that the Project may have adverse environmental impacts. Therefore, an environmental impact report ("EIR") is required to analyze and mitigate the Project's impacts.

SAFER’s review of the FMND was assisted by air quality expert Dr. Paul Rosenfeld, Ph.D.; and wildlife ecologist, Dr. Shawn Smallwood, Ph.D. Their comments are attached hereto as Exhibits 1, and 2, and are incorporated herein by reference in their entirety.

The FMND has two overarching flaws. First, the FMND fundamentally misunderstands the legal standard that applies to mitigated negative declarations. The FMND repeatedly acknowledges that there is a disagreement among experts, but repeatedly states, “A disagreement among expert is allowed under CEQA, and does not reflect on the adequacy of the CEQA document.” (FMND p. 7, 8). This statement is incorrect as a matter of law. The opposite is in fact true. The courts have made clear, that under the “fair argument” standard that applies to MNDs, “if there is a disagreement among experts over the significance of an effect, the agency is to treat the effect as significant and prepare an EIR. [Citations.]” (*Sierra Club v. County of Sonoma*, 6 Cal.App.4th at pp. 1316–1317; *Moss v. Cty. of Humboldt*, 162 Cal. App. 4th 1041, 1049 (2008).)

2-1

Second, the FMND applies the wrong baseline throughout. The FMND states that the FMND is for a project revision to approve a less intensive project than was approved under a prior MND. The city uses the prior project as the "baseline." This is erroneous. The law is clear that the CEQA baseline is the environment as it exists on the ground - not the hypothetical environment that was previously approved. Since the site is currently undeveloped, the baseline is zero, not the prior project. (*Save Our Peninsula Comm. v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 121 (“the impacts of the project must be measured against the ‘real conditions on the ground.’”); *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 955 (“An EIR must focus on impacts to the existing environment, not hypothetical situations.”); *Communities for a Better Environment v. So Coast Air Qual. Mgmt. Dist.* (2010) 48 Cal. 4th 310, 321 (baseline is actual environment, not previously permitted level of operations).) Thus, the question is whether the project may have any adverse impacts compared to the actual environment - which is the undeveloped parcel. (*Woodward Park Homeowners v. City of Fresno* (2007) 150 Cal.App.4th 683, 708-711.) The expert evidence clearly shows that the Project will have significant impacts to the existing environment, which must be analyzed in an EIR.

DISCUSSION

A. NOISE/VIBRATION.

Acoustical engineering firm Wilson Ihrig concluded that the Project would have significant noise and vibration impacts. The FMND attempts to dismiss this conclusion, but arguing that the current Project is “less intensive” than the project analyzed in the prior MND. However, as discussed above, the proper “baseline” for CEQA review is the existing environment, not a previously approved project. Since the parcel is currently vacant, the “baseline” is zero. Wilson Ihrig concluded that the Project would have significant noise/vibration impacts compared to the actual existing baseline. The FMND provides no

evidence to rebut this conclusion.

The FMND dismisses the expert noise comments, stating, “A disagreement among expert is allowed under CEQA, and does not reflect on the adequacy of the CEQA document.” (FMND p. 7). As discussed above, this is erroneous as a matter of law. The courts have made clear, that under the “fair argument” standard that applies to MNDs, “if there is a disagreement among experts over the significance of an effect, the agency is to treat the effect as significant and prepare an EIR. [Citations.]” (*Sierra Club v. County of Sonoma*, 6 Cal.App.4th at pp. 1316–1317; *Moss v. Cty. of Humboldt*, 162 Cal. App. 4th 1041, 1049 (2008).) Therefore, an EIR is required for the Project.

B. BIOLOGICAL IMPACTS.

Dr. Shawn Smallwood, Ph.D. submitted extensive comments concluding that the Project will have significant impacts on several special status species. Again, the FMND states, “A disagreement among expert is allowed under CEQA, and does not reflect on the adequacy of the CEQA document.” (FMND p. 7). As discussed above, this is erroneous as a matter of law.

Dr. Smallwood has reviewed the FMND. Dr. Smallwood states:

I note that the City does not respond to most of my comments. The City does not address my comments on what Noriko Smallwood saw of wildlife at the project site on my behalf. It does not address my predictions of 90 species of vertebrate wildlife that likely rely on the site and 19 special-status species of wildlife likely to occur there. It does not address my comments that the survey of 2007 is outdated, was too cursory to begin with, and is unreported to have specifically covered the project site. It does not address my comments on the vagueness of reporting, such as not describing the vegetation cover of the site and not explaining what the IS/MND means by “limited” when referring to the vegetation cover on the site. It does not address my comment that the burrowing owl habitat assessment of 2016 is outdated and irrelevant considering that the burrowing owl is now a candidate species for listing. It does not address my comments that no surveys have been completed for vernal pools or vernal pool arthropods. It does not address my comment that the IS/MND fails to rely on a desktop review in support of determinations of occurrence likelihoods of special-status species, nor does it address my own determinations of occurrence likelihoods. It does not address my comments on the degrees of MSHCP coverage of special-status species, such as two-thirds of the species lacking MSHCP coverage. It is silent on my comments on the project’s potential impacts to avian productive capacity and habitat loss, as well as on my comments on the potential for the project to interfere with wildlife movement in the region. The City also fails to address my comments on the potential for project-generated traffic to kill and injure wildlife, and on cumulative effects. In summary, the City ignores nearly all of my

comments. (Ex. 1, p. 1).

Dr. Smallwood goes on to explain point by point that the FMND simply ignores most of his comments. He emphasizes that Noriko Smallwood positively identified 8 special status species on the Project site, that will be directly and adversely affected by the Project. (*Id.* p. 2). Dr. Smallwood concludes that since the FMND simply ignores most of his comments, there is not even a dispute among experts – there simply is un rebutted expert testimony. (*Id.* p. 5). As such an EIR is required.

C. AIR QUALITY IMPACTS

Dr. Paul Rosenfeld of Soil Water Air Protection Enterprise (“SWAPE”) concluded that the Project will have significant air quality impacts. In response, the FMND once again states that “A disagreement among expert is allowed under CEQA, and does not reflect on the adequacy of the CEQA document.” (FMND p. 9). As discussed above, this is erroneous as a matter of law.

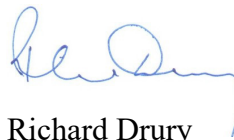
Dr. Rosenfeld has reviewed the FMND. He states, “Upon review of the Final IS/MND, we find that the City fails to adequately respond to the comments made in our December 30, 2024 letter. We maintain our determination that the IS/MND does not properly evaluate the Project’s potential health risks or greenhouse gas (“GHG”) emissions and that an Environmental Impact Report (“EIR”) should be prepared to sufficiently assess and mitigate these potential environmental impacts.” (Ex. 2, p. 1). Dr. Rosenfeld points out that the FMND provides no evidence to rebut his conclusion that the Project will have significant impacts related to diesel particulate matter (DPM) emissions. (*Id.* p. 2). The FMND also does not provide any evidence to rebut Dr. Rosenfeld’s conclusions that the Project will have significant greenhouse gas emissions. (*Id.*). Thus, there is not even a disagreement among experts. An EIR is required.

2-2

CONCLUSION

There is a fair argument that the Project may have significant adverse impacts on noise/vibration, biological resources, and air quality. An EIR is thus required to analyze and mitigate the Project’s potentially significant effects. SAFER respectfully requests that the City not rely on the MND and instead prepare and circulate an EIR before further consideration of the Project.

Sincerely,



Richard Drury
Lozeau Drury LLP

EXHIBIT 2



Technical Consultation, Data Analysis and
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February 11, 2025

Richard Drury
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Subject: Comments on the March Plaza Project (SCH No. 2024110983)

Dear Mr. Drury,

We have reviewed the February 2025 Final Initial Study/Mitigation Negative Declaration (“Final IS/MND”) and the November 2024 Initial Study/Mitigation Negative Declaration (“IS/MND”) for the March Plaza Project (“Project”) located in the City of Perris (“City”).

Upon review of the Final IS/MND, we find that the City fails to adequately respond to the comments made in our December 30, 2024 letter. We maintain our determination that the IS/MND does not properly evaluate the Project’s potential health risks or greenhouse gas (“GHG”) emissions and that an Environmental Impact Report (“EIR”) should be prepared to sufficiently assess and mitigate these potential environmental impacts.

Air Quality

Diesel Particulate Matter Emissions Inadequately Evaluated

In our December 30, 2024 comment letter, we conducted a screening-level analysis of the Project’s construction-related health risk impacts and identified a significant cancer risk, warranting, in our opinion, further analysis and the use of more developed modeling.¹

In response, the Final IS/MND dismisses our analysis, stating that it “does not directly analyze the [P]roject,” and characterizing our modeling as “background information” on regional issues (p. 9). It further asserts that “disagreement among experts is allowed under the California Environmental Quality Act (“CEQA”) and does not reflect on the adequacy of the CEQA document” (p. 9).

¹ See Attachment A for health risk calculations and Attachment B for AERSCREEN output files.

The Final IS/MND, however, misrepresents our findings and fails to substantively address our concerns. Our analysis provided a quantified, site-specific evaluation of the Project’s emissions and associated health risks using established methodologies. As detailed in our December 30, 2024 comment letter, we applied AERSCREEN, a screening-level dispersion model, to assess diesel particulate matter (“DPM”) exposure at the nearest sensitive receptors using the Project’s own emission estimates. The results estimated lifetime excess cancer risks at nearby residences to exceed the South Coast Air Quality Management District’s (“SCAQMD”) significance threshold of 10 in one million, a threshold the IS/MND failed to evaluate through a quantitative health risk assessment.

2-3
Cont

Furthermore, we maintain that the Project would contribute to the disproportionate impacts that warehouse developments already impose on nearby disadvantaged communities. This topic, raised in our December 30, 2024 comment letter, remains unaddressed in the Final IS/MND.

Greenhouse Gas

Failure to Adequately Evaluate Greenhouse Gas Impacts

In our December 30, 2024 comment letter, we highlighted the IS/MND’s failure to adequately evaluate the Project’s greenhouse gas impacts by (1) relying on an outdated quantitative GHG threshold and (2) failing to identify a potentially significant GHG impact using an updated SCAQMD efficiency target. It is our opinion that this warrants the preparation of an EIR with a revised GHG analysis and additional mitigation measures, if necessary.

In response to our analysis, the Final IS/MND asserts that the thresholds used in the IS/MND were based upon those used by the City (p. 9). Additionally, as noted in the “Air Quality” section of this letter, the Final IS/MND claims that our analysis was not Project-specific and argues that, under CEQA, disagreements among experts do not invalidate the document’s adequacy (p. 9). However, the Final IS/MND fails to directly address our identification of a potentially significant GHG impact or provide a justification for disregarding it.

2-4

We therefore maintain that the IS/MND’s GHG analysis is inadequately substantiated and should not be relied upon until the thresholds are properly justified and updated to reflect current standards.

Mitigation

Feasible Mitigation Measures Available to Reduce Emissions

As discussed in the sections above, the Final IS/MND fails to provide a sufficient response to the comments in our December 30, 2024 letter. We therefore maintain our determination that the proposed Project may result in potentially significant health risks and GHG impacts. Under CEQA, the Project is required to implement all feasible mitigation measures to reduce these impacts. ²

2-5

As the Final IS/MND neither directly addresses nor incorporates the mitigation measures we proposed in our December 30, 2024 comment letter, CEQA mandates that these measures be properly considered.

² “Other CEQA Considerations.” CEQA, *available at*:

https://files.ceganet.opr.ca.gov/146819-2/attachment/K8KrMVu7dnKV_a_hGdRRBg6gktmTfITL2iHbJ500sLJgzelpRyPRP432aayglUjR6FZ93E570wN8FCRS00.

Our proposed mitigation measures include the use of Tier 4 engines, the installation of solar photovoltaic systems, more stringent idling restrictions, and participation in carbon offset programs (see our December 30, 2024 comment letter for the complete list).

We maintain that an EIR should be prepared to incorporate all feasible mitigation measures and include updated health risk and GHG analyses, ensuring emissions are reduced to the greatest extent possible.

Disclaimer

SWAPE has received limited documentation regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,



Matt Hagemann, P.G., C.Hg.



Paul E. Rosenfeld, Ph.D.

Attachment A: Health Risk Calculations
Attachment B: AERSCREEN Output Files
Attachment C: Matt Hagemann CV
Attachment D: Paul Rosenfeld CV

ATTACHMENT D
Letter 3



Letter 3

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Via Email

March 19, 2025

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Jack Shively, Vice Chairman
Elizabeth Jimenez, Commissioner
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Re: Comment on Final Mitigated Negative Declaration, March Plaza Project (SCH 2024110983, PLN22-00031, DPR 22-00031, PLN23-05028, PLN23-05029) February 19, 2025 Planning Commission

Dear Chairman Hammond, Honorable Planning Commissioners, and Mr. Perez:

This comment is submitted on behalf of Supporters Alliance For Environmental Responsibility ("SAFER") regarding the Final Mitigated Negative Declaration ("FMND") prepared for the March Plaza Project (SCH 2024110983, PLN22-00031, DPR 22-00031, PLN23-05028, PLN23-05029), which proposes the development of three (3) multi-tenant concrete tilt-up buildings totaling in 66,686 square feet, located at the northwest corner of Perris Boulevard and Harley Knox Boulevard (APNs: 302090-052, -053, -054, -056, -057, -058, -059, -060 and -061) ("Project") in the City of Perris ("City"). This letter supplements our comment letters submitted on February 12, 2025, and February 18, 2025, and addresses the City's response to our previous comment letters. We incorporate our prior comments in their entirety.

On February 19, 2025, the City released a document responding to comments received after the close of the 30-day public review period for the initial study/mitigated

negative declaration.¹ The document purports to respond to our letters of February 12, 2025 and February 18, 2025, regarding the Final Mitigated Negative Declaration (MND).

Under CEQA Guidelines Section 15064, if a lead agency determines that, based on substantial evidence, a fair argument is made that the project may have a significant effect on the environment, an EIR must be prepared. CEQA defines “substantial evidence” as:

“[E]nough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency.”²

The City states that the “whole record before the lead agency” includes the approved project and all related technical studies, as well as the more recent studies prepared and used as part of the current CEQA analysis.³

The City argues that our assertion that an MND was not appropriate in this matter cannot be correct because those assertions are “based on studies that do not consider the whole record.”⁴ The City reasons that because they, as the lead agency, reviewed the whole record and determined that an MND is appropriate, their determination that a s based on the whole record, and thus that our opposing conclusion cannot muster a “fair argument.”⁵ The City’s argument fails on multiple levels.

First, the City’s assertion that it considered the whole record does not necessitate the conclusion that it made the correct determination regarding the MND. The City states that “[s]uch a determination cannot be based on one commenter’s assertion to the contrary, based on studies that do not consider the whole record.”⁶ The City misinterprets both the plain language of CEQA and the substance of our comments. The City appears to be effectively saying that because it made the decision to issue the MND, no fair argument could be made against their determination, and the three expert opinions we provided in our letters do not warrant consideration because they do not evaluate the project outside of their areas of expertise.

However, the City’s rationale clearly ignores the CEQA language it purports to buoy

¹ City of Perris, March Plaza Project, RESPONSES TO COMMENTS RECEIVED AFTER THE CLOSE OF THE 30-DAY PUBLIC REVIEW PERIOD FOR THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (February 19, 2025) (“City Responses”)

² CEQA Guidelines Section 15834; Id. at 2.

³ Id.

⁴ Id. at 2-3.

⁵ Id.

⁶ Id.

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its assertions with, as CEQA Guidelines Section 15334 also states that “[s]ubstantial evidence shall include facts, reasonable assumptions predicated upon facts, and *expert opinion supported by facts.*”⁷

Here, our comments provided three expert opinions, based on biological resource, air quality, and noise impact; where all three experts agreed that the project would result in significant impacts in these respective areas. It would be inappropriate to ask the experts to review the project outside the contexts of their respective areas of expertise. The City seems to conclude that it is the specialized experts who are supposed to review the entire record. It is the City’s job, not the experts’, to review the whole record before the agency. The City’s response misinterprets the statutory section it purports to rely on in its conclusions. The City’s rejection of multiple expert opinions that the project would result in significant impact was erroneous. The City erred in ignoring the relevant information and reasonable inferences made therein, which demonstrate a fair argument of substantial evidence of a significant impact on biological resources, air quality, and noise.

The City also argues that because the MND was a less intensive modification of the final phase of a previously approved project, that our comments were not enough to demonstrate a fair argument of substantial evidence of significant impact.⁸ The City reasons that no additional CEQA documentation would have been required if there was not a modification to the previously approved project.⁹ However, this conclusion ignores the fact that multiple experts found that the current iteration of the project *would* cause significant impacts to biological resources, air quality, and noise. Regardless of the proposed intensity of use, the project modifications did require additional CEQA processes and documentation. The previous approval of a similar project does not automatically supersede expert conclusions based on the current iteration of the project, especially when those conclusions demonstrate multiple significant impacts. The City erred in relying on the approval of the previous project to ignore the potential impacts related to the current project.

Finally, the City notes that our previous comments discuss CEQA’s allowance of a disagreement among experts in the context of preparing an EIR.¹⁰ The City argues that this same standard should be applied to the preparation the MND. The City purports to apply an EIR-stage test to the MND-stage. The City’s use of this inapplicable standard does not change the fact that there are significant impacts which need to be addressed in an EIR.

⁷ Cal. Code Regs. Tit. 14, § 15384(b).

⁸ City Responses, at 3.

⁹ Id.

¹⁰ Id.

CONCLUSION

There is a fair argument that the Project may have significant adverse impacts on noise/vibration, biological resources, and air quality. The City's response to our previous comments regarding the significant impacts is insufficient to address these impacts, and does not invalidate the content of the comments. An EIR is thus required to analyze and mitigate the Project's potentially significant effects. SAFER respectfully requests that the City not rely on the MND and instead prepare and circulate an EIR before further consideration of the Project.

Sincerely,

Mitchell Thielemann
Lozeau Drury LLP