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Environmental Impact Report

The Cubes at Placentia Industrial Project

**SPA 22-05298, TPM 23-05103, and DPR 21-00015
SCH No. 2023120020**

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Lead Agency:



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Acronyms and Abbreviations

°F	degree Fahrenheit
ACM	asbestos-containing material
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADT	average daily traffic
ADU	accessory dwelling unit
ADWF	average dry weather flow
AF	acre-feet
AFG	accelerated forecast growth
AFY	acre-feet per year
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMBAG	Association of Monterey Bay Area Governments
AMI	average median income
amsl	above mean sea level
APE	area of potential effect
APFS	adequate public facilities and services
ASBS	Areas of Special Biological Significance
ASMD	area-specific management directive
ATP	Active Transportation Plan
BAU	business-as-usual
BCE	Before Common Era
BMP	best management practice
BRTR	biological resources technical report
Btu	British thermal units
C&D	construction and demolition
CAA	Clean Air Act
CAF	Confined Animal Facility
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
CalAm	California American Water Company
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
Cal-OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife

CDMG	California Department of Conservation, Division of Mines and Geology
CE	Common Era
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFPP	Construction Fire Prevention Plan
CFR	Code of Federal Regulations
cfs	cubic feet per second
CIP	Capital Improvement Program
cmbs	centimeters below surface
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CPUC	California Public Utility Commission
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CUPA	Certified Unified Program Agency
CVMP	Carmel Valley Master Plan
CWA	Clean Water Act
DBH	diameter at breast height
DMA	Disaster Mitigation Act
DOC	Department of Conservation
DOF	California Department of Finance
DSOD	Division of Safety of Dams
DTSC	Department of Toxic Substances Control
DWR	California Department of Water Resources
EDR	Environmental Data Resources, Inc.
EIR	Environmental Impact Report
EO	Executive Order
ESA	Environmental Site Assessment
EV	electric vehicle
FAA	Federal Aviation Administration
FESA	federal Endangered Species Act
FEMA	Federal Emergency Management Agency
FHSZ	fire hazard severity zone
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
FORTAG	Fort Ord Regional Trail and Greenway
FMMP	Farming Mapping and Monitoring Program
FMZ	fuel modification zone
FPD	Fire Protection District

FRAP	Fire and Resource Assessment Program
FSZ	Farmland Security Zone
GCC	global climate change
GEMS	Groundwater Extraction Management System
GHG	greenhouse gas
GIS	geographic information systems
GPA	Global Positioning System
gpd	gallons per day
gpm	gallons per minute
GSA	groundwater sustainability agency
GSP	Groundwater Sustainability Plans
H ₂ S	hydrogen sulfide
HCD	Housing and Community Development
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HDR	High Density Residential
HMMS	Hazardous Materials Management Services
HMP	Hydromodification Management Plan
HOA	homeowners association
HOV	high-occupancy vehicle
HRA	Health Risk Assessment
HU	hydraulic unit
HVAC	heating, ventilation, and air conditioning
I-	Interstate
IEPR	Integrated Energy Policy Report
IRP	Integrated Water Resources Plan
IRWM	Integrated Regional Water Management
JRMP	Jurisdictional Runoff Management Program
KVP	key vantage point
kWh	kilowatt-hours
LBP	lead-based paints
LCFS	low carbon fuel standards
LCI	Office of Land Use and Climate Innovation
LDR	Low Density Residential
LED	light-emitting diode
LEED	Leadership in Energy and Environmental Design
LOS	level of service
LPG	liquefied petroleum gas
LUST	leaking underground storage tank
LUSTIS	Leaking Underground Storage Tank Information System
MBNMS	Monterey Bay National Marine Sanctuary
MBTA	Migratory Bird Treaty Act
MCRFPD	Monterey County Regional Fire Protection District
MCWRA	Monterey County Water Resources Agency
MDR	Medium Density Residential
mgd	million gallons per day

MJHMP	Multi-Jurisdictional Hazard Mitigation Plan
MMBtu	million British thermal units
Model Ordinance	Model Water Efficient Landscaping Ordinance
MOE	measure of effectiveness
mph	miles per hour
MPWMD	Monterey Peninsula Water Management District
MRZ	Mineral Resource Zone
MSCP	Multiple Species Conservation Program
MST	Monterey-Salinas Transit
MT/SP	metric tons per service population
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Program
NCCPA	Natural Community Conservation Planning Act
NEHRP	National Earthquake Hazards Reduction Program
NESHAP	National Emissions Standard for Hazardous Air Pollutants
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service
NO	nitric oxide
NO ₂	nitrogen dioxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSLU	noise-sensitive land use
O ₃	ozone
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OWTS	On-site wastewater treatment systems
PEIR	Program Environmental Impact Report
PCB	Polychlorinated biphenyls
PCR	Post-Construction Stormwater Management Requirement
PG&E	Pacific Gas & Electric
PM ₁₀	respirable particulate matter
PM _{2.5}	fine particulate matter
PPV	peak particle velocity
PQP	Public-Quasi Public
PRC	California Public Resources Code
project	The Cubes at Placentia Industrial Project
psi	pounds per square inch
PV	photovoltaic
PVC	polyvinyl chloride
PV Water	Pajaro Valley Water Management Agency
PWWF	peak wet weather flow
RAP	Remedial action plan

RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Conditions
RHNA	Regional Housing Needs Allocation
RFS	Renewable Fuel Standard
RPS	Renewable Portfolio Standard
RTDM	Regional Transportation Demand Management
RTP	Regional Transportation Plan
RWMG	Regional Water Management Groups
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCIC	South Coastal Information Center
SCS	Sustainable Communities Strategy
SDWA	Safe Drinking Water Act
SEMS	Standardized Emergency Management System
SGMA	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SMARA	Surface Mining and Reclamation Act
SO ₂	sulfur dioxide
SPCC	Spill prevention, control, and countermeasure
SR-	State Route
STP	shovel test pit
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TAMC	Transportation Agency of Monterey County
TCR	tribal cultural resource
TDM	Transportation Demand Management
TIA	Transportation Impact Analysis
TMDL	total maximum daily load
UBC	Uniform Building Code
UMC	Unincorporated Monterey County
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank
UTV	utility task vehicle
UWMP	Urban Water Management Plan
v/c	volume to capacity
VdB	vibration decibel
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WDR	Waste Discharge Requirements
WL	Watch List

WSA	water supply assessments
WUI	wildland-urban interface
WWTP	Wastewater Treatment Plant
WWST	Wastewater Treatment System
WWTF	Wastewater Treatment Facility
ZEV	zero-emission vehicle

Executive Summary

ES.1 Introduction

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

This EIR has been prepared to identify, analyze, and mitigate, to the extent feasible, the potential significant environmental effects associated with the construction and implementation of the proposed The Cubes at Placentia Industrial (herein referred to as the “Project”), which is located within the Perris Valley Commerce Center (PVCC) area of the City of Perris.

This EIR has been prepared pursuant to the requirements of the CEQA and the Guidelines for the Implementation of the California Environmental Quality Act (CEQA Guidelines, found at Title 14, California Code of Regulations, Chapter 3, Section 15000 et seq.). As discussed in Section 2.2, Type of EIR, and in accordance with CEQA, this EIR is “tiered” from the Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR) (State Clearinghouse [SCH] No. 2009081086) which was certified by the City of Perris in January 2012. The City of Perris is the lead agency for the Proposed Project under CEQA and is responsible for preparing this EIR. The City, as the lead agency, will review and consider the Draft EIR and the Final EIR in its decision to approve, revise, or deny the Proposed Project.

A summary description of the proposed development and actions is provided in Section 1.3 below, and a complete description of the Project is provided in Section 2, Project Description of this EIR. This EIR focuses on those environmental impacts identified as potentially significant in the Notice of Preparation of a Draft EIR completed for the Proposed Project (refer to Section 1.4, Scope of the Environmental Impact Report, and Appendix A of this EIR).

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

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

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

ES.2 Project Location and Setting

The Project Site is in the City of Perris, in Riverside County, California, located on the northeast corner of the intersection of Placentia Avenue and Wilson Avenue (see Figure 2-1 and Figure 2-2, Project Location and Vicinity). The Project Site is proximate to March Air Reserve Base/Inland Airport (March ARB/IPA). To the north of the Project Site is a newly constructed industrial building (3125 Wilson Avenue), the Perris Valley Storm Drain Channel, and Highgrade Concrete Contractor. To the east of the Project Site there are electrical lines, Murrieta Road (dirt road), and the Perris Valley Storm Drain Channel, followed by vacant land and residential properties. To the south of the Project Site is Placentia Avenue, followed by residential properties, Murrieta Road, and vacant land. Wilson Avenue and vacant land exist to the west of the Project Site.

ES.3 Project Description

The Proposed Project involves proposed Tentative Parcel Map (TPM) No. PLN23-05103 to combine the existing twelve-parcel Project Site into one parcel. The existing Assessor's Parcel Numbers (APNs) subject to the proposed changes are: 300-170-003, 300-170-004, 300-170-005, 300-170-006, 300-170-010, 300-170-011, 300-170-012, 300-170-013, 300-170-014, 300-170-015, 300-170-016 and 300-170-017. The Proposed Project involves the construction of a 573,265-square-foot concrete tilt up warehouse building with a 5,000-square-foot mezzanine, for a total building area of 578,265 square feet. The Proposed Project would provide a total of 201 automobile parking stalls and 138 trailer stalls. The warehouse would provide a total of 104 truck dock positions, 54 docks on the north side and 50 docks on the south side. The building would have a maximum height of 50 feet. The lot coverage would be 48.29 percent where a maximum of 50 percent is allowed, and the floor area ratio would be 0.4871, where 0.75 is allowed. The proposed warehouse is consistent with the current Perris Valley Commerce Center Specific Plan (PVCCSP) Light Industrial land use designation for the Project Site. Currently, there is no identified tenant for the proposed building. Intended occupants for the Proposed Project include distribution firms seeking an Inland Empire location from which to service their client base. Since the tenant is unknown, hours of operation and employee count will vary, but is assumed for planning purposes to operate 24/7. Office workers would likely have typical shifts of Monday through Friday, 8:00 a.m. to 5:00 p.m., while warehouse staff would work in day, evening, and night shifts. Specific hours of operation would be identified during the tenant improvement process.

The following discretionary actions are required for the Proposed Project:

- Certification of an EIR with the determination that the EIR has been prepared in compliance with the requirements of CEQA;

- Specific Plan Amendment (SPA) (Case No. PLN22-05298) to the Perris Valley Commerce Center Specific Plan to vacate and remove the paper street and Murrieta Road between Placentia Avenue and the Perris Valley Storm Drain Channel;
- Tentative Parcel Map (TPM) (Case No. PLN23-05103) to combine the existing twelve-parcel Project Site into one parcel; and
- Development Plan Review (DPR) (Case No. DPR 21-00015) for review of the warehouse site plans and building elevations.

ES.3.1 Project Alternatives

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

Alternative 1 – No Project/No Development: The EIR assumes the No Project/No Development Alternative would result in no new development or other improvements within the Project Site. Therefore, under the No Project/No Development Alternative, the proposed development of a concrete tilt up warehouse building that would encompass 573,265 square feet and include a 5,000-square-foot mezzanine, for a total building area of 578,265 square feet with associated parking, infrastructure, and landscaping would not occur. The Project Site would remain in its current condition and would remain vacant.

Alternative 2 – No Specific Plan Amendment (SPA) Alternative: This alternative provides a site plan consistent with the PVCCSP in order to avoid an amendment to the Specific Plan. This alternative would include a reduction of square footage from the Proposed Project to 504,500 square feet from 578,265 square feet. Under the No SPA Alternative there would be an increase in parking stalls from 255 parking stalls from 201 parking stalls and an increase in trailer stalls from 138 trailer stalls under the Proposed Project. The net site area under the No SPA Alternative is 25.64 acres compared to 27.25 acres under the Proposed Project.

Alternative 3 –Placentia Access/Reduced Intensity Alternative: The Reduced Intensity Alternative would have a net site area of 18.24 acres. The site plan includes a single 379,440-square-foot building laid central in the site area. The building would be bordered by 218 parking stalls split up north and south of the building, and 96 trailer stalls split up east and west of the building. There would be 30 dock positions located at the western portion of the building.

ES.4 Issues To Be Resolved

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

- Whether this environmental document adequately describes the potential environmental impacts of the Project.
- Whether the recommended mitigation measures should be modified and/or adopted.
- Whether the Project benefits override those environmental impacts that cannot be feasibly avoided or mitigated to a less than significant level.
- Whether there are other mitigation measures that should be applied to the Project besides those identified in this EIR.
- Whether there are any alternatives to the Project that would substantially lessen any of its significant impacts while achieving most of the basic Project objectives.

ES.5 Areas Of Controversy

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

Based on input received from the public during the scoping process, there are no areas of controversy known to the City at this time. However, concerns have been raised about Project and cumulative air quality and health risks to sensitive receptors from Project operations, including emission from trucks, and transportation impacts. Planning Commissioners and members of the public also requested an analysis of alternatives, and expressed concern with impacts to aesthetics, noise, public and emergency services, as well as impacts to the economy.

ES.6 Summary of Significant Environmental Impacts

Table 1-1, Summary of Environmental Impacts for the Project, presents a summary of the environmental impacts resulting from the Proposed Project as determined in this EIR. Table 1-1 addresses those topical issues and associated thresholds for which it was determined in the Notice of Preparation that impacts would be potentially significant and Project-level analysis has been provided in this EIR. Topics for which it was determined that no further analysis is required in this EIR are

discussed in Section 6.0, Other CEQA Considerations, of this EIR, and include: agricultural and forestry resources, mineral resources, population and housing, public services, recreation, and wildfire.

The environmental issue areas identified for study this EIR are aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, transportation, tribal cultural resources, and utilities and service systems. The potential Proposed Project and cumulative impacts for these topical issues are addressed in Section 4.0 of this EIR. Growth-inducing impacts and significant irreversible environmental changes are addressed in Section 6.0, Other CEQA Considerations.

For each environmental topic, Table 1-1 includes required PVCCSP EIR mitigation measures that have been incorporated into the Project and assumed as part of the analysis for potential impacts. Additional Project-level mitigation measures are identified for impacts determined to be potentially significant. As shown in Table 1-1, the Project would result in less than significant impacts with the incorporation of PVCCSP EIR mitigation measures and Project-level mitigation measures for the following topical issues evaluated in this EIR:

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

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

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

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

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

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>MM Haz 5 The following uses shall be prohibited:</p> <ul style="list-style-type: none"> (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator. (b) Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport. (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation. (e) All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event. 	
Section 4.2, Air Quality		
<p>Threshold 1: Consistency with Applicable Air Quality Plan</p> <p>Less Than Significant. The Proposed Project would not conflict with or obstruct implementation of the applicable Air Quality Plan.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant.</p>
<p>Threshold 2: Cumulative Increase in Criteria Pollutant Emissions</p> <p>Less Than Significant. The Proposed Project would not result in a cumulatively considerable net increase of any criteria air pollutant for which the SCAB is non-attainment under an applicable federal or state ambient air quality standard.</p>	<p>MM Air 2 Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks</p>	<p>Less Than Significant.</p>

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

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.</p> <p>MM Air 3 To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with South Coast AQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the South Coast AQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to:</p> <ul style="list-style-type: none"> • Requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), • Keeping disturbed/loose soil moist at all times. • Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered, • Installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip, • Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site, • Suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour, • Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 generation, • Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of South Coast AQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials, • Replacement of ground cover in disturbed areas as quickly as possible. 	

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

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>MM Air 4 Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.</p>	
	<p>MM Air 5 Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the City of Perris' Building Division prior to issuance of grading permits.</p>	
	<p>MM Air 6 The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (South Coast AQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or USEPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris' Building Division prior to issuance of a grading permit.</p>	
	<p>MM Air 7 During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris' Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris' Building Division.</p>	
	<p>MM Air 8 Each individual implementing development project shall apply paints using either high volume low pressure (HVL) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.</p>	

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

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>MM Air 9 To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize “Super-Compliant” VOC paints, which are defined in South Coast AQMD’s Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris’ Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.</p> <p>MM Air 11 Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.</p> <p>MM Air 13 In order to promote alternative fuels, and help support “clean” truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to South Coast AQMD’s Carl Moyer Program, or other state programs that restrict operations to “clean” trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within 1 year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on South Coast AQMD’s website (http://www.aqmd.gov). Tenants would be required to use those funds, if awarded.</p>	

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

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>MM Air 14 Each implementing development project shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance would be required prior to the issuance of occupancy permits.</p> <p>MM Air 18 Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the Project sites shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area should aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of Americans with Disabilities Act (ADA)-compliant paths to the major building entrances in the project.</p> <p>MM Air 19 In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris' Building Division) prior to conveyance of applicable streets.</p> <p>MM Air 20 Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All requirements would be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.</p>	

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

Impact	Mitigation Measures	Level of Significance After Mitigation
<p>Threshold 3: Sensitive Receptors Less Than Significant. The Proposed Project would not expose sensitive receptors to substantial pollutant concentrations.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant.</p>
<p>Threshold 4: Odors Less Than Significant. The Proposed Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant.</p>
Section 4.3, Biological Resources		
<p>Threshold 1: Candidate, Sensitive, or Special-Status Species Potentially Significant. The Project Site does not contain any special-status plant species. Additionally, the Project Site does not include the substantive habitat requirements necessary to support special-status flora.</p>	<p>MM BIO-1 The Project Owner/Developer shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of construction activities (i.e., vegetation clearing, grubbing, tree removal, site watering) at the Project Site. The pre-construction survey shall include the Project Site and all suitable burrowing owl habitat within a 500-foot buffer and shall be conducted in accordance with the current Burrowing Owl Survey Instructions for the Western Riverside MSHCP. The results of the survey shall be submitted to the City and the California Department of Fish and Wildlife (CDFW) within 3 days of survey completion and prior to obtaining a grading permit. If ground-disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls.</p> <p>If no burrowing owls are observed during the survey, site preparation and construction activities may begin with an approved grading plan.</p> <p>If burrowing owl are found to be present, then avoidance or minimization measures shall be undertaken in consultation with the City, the CDFW, and the U.S. Fish and Wildlife Service. The CDFW shall be sent written notification within 48 hours of the detection of the burrowing owls. No construction activities shall occur until no sign is present that the burrows are being used by adult or juvenile owls or following CDFW approval of a Burrowing Owl Plan as described below.</p> <p>The Project biologist and Project Owner/Developer shall coordinate with the City, the CDFW, and the Fish and Wildlife Service to develop a Burrowing Owl</p>	<p>Less Than Significant.</p>

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

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>Plan in accordance with the guidelines in the CDFW Staff Report on Burrowing Owl (March 2012). The Burrowing Owl Plan shall describe proposed avoidance, relocation, monitoring, minimization, and/or mitigation actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. The Project Owner/Developer shall implement the Burrowing Owl Plan following CDFW and Fish and Wildlife Service review and concurrence. A final report shall be prepared by the Project biologist documenting the results of the Burrowing Owl Plan and detailing avoidance, minimization, and mitigation measures. The final report shall be submitted to the City and the CDFW within 30 days of completion of the Burrowing Owl Plan requirements.</p> <p>If burrowing owls occupy the Project Site after Project activities have started, then construction activities shall be halted immediately. The Project Owner/Developer shall notify the City and the City shall notify the CDFW and the Fish and Wildlife Service within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.</p>	
<p>Threshold 2: Riparian Habitat and Other Sensitive Natural Communities Less Than Significant. The Proposed Project would not have an adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or U.S. Fish and Wildlife Service.</p>	<p>No mitigation required.</p>	<p>Less Than Significant.</p>

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

Impact	Mitigation Measures	Level of Significance After Mitigation
<p>Threshold 3: Wetlands Less Than Significant. The Proposed Project would not have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, and coastal).</p>	<p>No mitigation required.</p>	<p>Less Than Significant.</p>
<p>Threshold 4: Native Resident or Migratory Fish or Wildlife Species Potentially Significant. The Proposed Project would remove vegetation that has the potential to support nesting birds protected by federal and state regulations. A wide range of habitat and vegetation types have the potential to support nesting birds, which is considered potentially significant without mitigation.</p>	<p>MM BIO-2 Site preparation activities (such as ground disturbance, construction activities, staging equipment, or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.</p> <p>If site preparation activities are proposed during the nesting/breeding season, the Project Owner/Developer shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Project to determine if active nests of species protected by the Migratory Bird Treaty Act or the California Fish and Game Code are present in the construction zone. The Project biologist shall be experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.</p> <p>The pre-activity field surveys shall include the Project Site and adjacent areas where Project activities have the potential to cause nest failure. The surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project Site preparation activities. The surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. The survey duration shall take into consideration the size of the Project Site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.</p> <p>If no nesting birds are observed during the survey, site preparation and construction activities may be conducted during the nesting/breeding season.</p>	<p>Less Than Significant.</p>

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

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>If active nests or nesting birds (including nesting raptors) are located during the pre-activity field survey, the Project biologist shall establish avoidance or minimization measures in consultation with the City of Perris and the CDFW. Measures shall include the establishment of a conservative avoidance buffer surrounding the nest based on the Project biologist’s best professional judgment and experience. The Project biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the Project biologist determines that such Project activities may be causing an adverse reaction, the Project biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The Project biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City for mitigation monitoring compliance record keeping.</p>	
<p>Threshold 5: Conflict with Tree Preservation Policy or Ordinance Less Than Significant. The Proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p>	<p>No mitigation required.</p>	<p>Less Than Significant.</p>
<p>Threshold 6: Conflict with Habitat Conservation Plan Less Than Significant. The Proposed Project would not conflict with the provisions of an adopted HCP, Natural Conservation Community Plan, or other approved local, regional, or state HCP.</p>	<p>No mitigation required.</p>	<p>Less Than Significant.</p>

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

Impact	Mitigation Measures	Level of Significance After Mitigation
Section 4.4, Cultural Resources		
<p>Threshold 1: Historical Resources Less Than Significant. The Proposed Project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.</p>	<p>No mitigation required.</p>	<p>Less Than Significant.</p>
<p>Threshold 2: Archaeological Resources Potentially Significant. Without mitigation, the Proposed Project could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.</p>	<p>MM CUL-1 Archaeological Resource – Monitoring. Prior to the issuance of grading permits, the Project Proponent shall retain a professional archaeologist meeting the Secretary of the Interior’s Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the Project Site and any off-site Project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the Project archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the Project Site or within the off-site Project improvement areas until the Project archaeologist has been approved by the City.</p> <p>The Project archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The Project archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment within a 50-foot radius of the find to allow time for the recording and removal of the resources. Work may continue outside of the 50-foot radius.</p> <p>The Project Proponent shall also enter into an agreement with either the Soboba Band of Luiseño Indians, the Pechanga Band of Indians, or the Agua Caliente Band of Cahuilla Indians for a Native American Tribal representative (observer/monitor) to work along with the Project archaeologist. This Tribal representative will assist in the identification of Native American resources and</p>	<p>Less Than Significant.</p>

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

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>will act as a representative between the City, the Project Proponent, and Native American Tribal Cultural Resources Department. The Native American Tribal representative should be on-site during all ground-disturbing of each portion of the Project Site including clearing, grubbing, tree removals, grading, trenching, etc. The Native American Tribal representative should be on-site any time the Project archaeologist is required to be on-site. Working with the Project archaeologist, the Native American representative shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are on-going.</p> <p>The agreement between the Project Proponent and the Native American Tribe shall include, but not be limited to:</p> <ul style="list-style-type: none"> • An agreement that artifacts will be reburied on-site and in an area of permanent protection; • Reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist; • Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and • The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation. <p>The Project Proponent shall submit a fully executed copy of the agreement to the City of Perris Planning Division to ensure compliance with this condition of approval. Upon verification, the City of Perris Planning Division shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.</p> <p>In the event that archaeological resources are discovered at the Project Site or within the off-site Project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the</p>	

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

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>preferred method of preservation for Native American/Tribal Cultural/Archaeological Resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the Property Owner. The Property Owner shall commit to the relinquishing and reburial and/or curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist.</p> <p>If any Native American artifacts are identified when Native American Tribal representative is not present, all reasonable measures shall be taken to protect the resource(s) in situ and the City Planning Division and Native American Tribal representative(s) shall be notified. The designated Native American Tribal representative will be given sufficient time to examine the find. If the find is determined to be of sacred or religious value, the Native American Tribal representative will work with the City and project archaeologist to protect the resource in accordance with Tribal requirements as may be feasible. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.</p> <p>In the event that human remains are discovered at the project site or within the off-site project improvement areas, mitigation measure MM CUL-2 shall immediately apply, and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.</p> <p>Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the Property Owner.</p> <p>Once grading activities have ceased and/or the Project archaeologist, in consultation with the designated Native American Tribal representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.</p>	

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

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the South Coastal Information Center, and the Native American Tribe(s) involved with the Project.</p> <p>MM CUL-2 In the event that human remains (or remains that may be human) are discovered at the Project Site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Native American Tribal representative shall immediately stop all activities within 100 feet of the find. Work outside of the 100-foot radius may continue. The Project Proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).</p> <p>If the coroner determines that the remains are of Native American origin, the coroner shall notify the Native American Heritage Commission (NAHC), which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Native American Tribal representative(s) at the site, the NAHC’s identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Property Owner means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the Property Owner and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)).</p> <p>The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various</p>	

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

Impact	Mitigation Measures	Level of Significance After Mitigation
	stakeholders and a report of findings will be filed with the South Coastal Information Center.	
Section 4.5, Energy		
<p>Threshold 1: Wasteful or Inefficient Energy Usage Less Than Significant. The Proposed Project would not cause a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation.</p>	Refer to previously referenced PVCCSP EIR mitigation measures MM Air 19 and MM Air 20.	Less Than Significant.
<p>Threshold 2: Conflict with Renewable or Energy Efficiency Plan Less Than Significant. The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.</p>	No mitigation required.	Less Than Significant.
Section 4.6, Geology and Soils		
<p>Threshold 1: Exposure to Seismic-Related Hazards Less Than Significant. With adherence to the City's General Plan policies, compliance with the CBC and City of Perris Building Code, mandatory compliance with the recommendations of the final Geotechnical Investigation related to design and construction, and incorporation of PVCCSP EIR mitigation measure MM GEO-1, the Proposed Project would have a less than significant impact with regard to exposure to seismic-related hazards.</p>	No mitigation required.	

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

Impact	Mitigation Measures	Level of Significance After Mitigation
<p>Threshold 2: Soil Erosion or Topsoil Loss Less Than Significant. The Proposed Project would not result in a substantial adverse impact with regard to substantial soil erosion or the loss of topsoil.</p>	<p>No mitigation required.</p>	
<p>Threshold 3: Geologic Stability Less Than Significant. With compliance with City General Plan measures, the recommendations of the final Geotechnical Investigation, and PVCCSP EIR mitigation measure MM GEO-1, impacts related to location on an unstable geologic unit or soil would be less than significant</p>	<p>No mitigation required.</p>	
<p>Threshold 4: Expansive Soils Less Than Significant. With conformance with the CBC and City of Perris Municipal Code Title 16, compliance with City General Plan measures, the recommendations of the final Geotechnical Investigation (Appendix F), and PVCCSP EIR mitigation measure MM GEO-1, impacts related to expansive soils would be less than significant.</p>	<p>No mitigation required.</p>	
<p>Threshold 5: Septic Tanks or Alternative Wastewater Disposal Systems No Impact. The Proposed Project would be connected to existing sewer lines, and there would be no impact related to on-site soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.</p>	<p>No mitigation required.</p>	<p>No impact.</p>

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

Impact	Mitigation Measures	Level of Significance After Mitigation
<p>Threshold 6: Paleontological Resources Potentially Significant. The Proposed Project would have the potential to directly or indirectly destroy a unique paleontological resource.</p>	<p>MM GEO-1 Prior to the issuance of grading permits, the Project Owner/Developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program. The Paleontological Resource Impact Mitigation Monitoring Program shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during on- and off-site subsurface excavation that exceeds 5 feet in depth below the pre-grade surface. Selection of the Project paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the site or within off-site Project improvement areas until the Project paleontologist has been approved by the City.</p> <p>Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium, which might be present below the surface. The Project paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The Project paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The Project paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.</p> <p>Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.</p> <p>A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.</p>	<p>Less Than Significant.</p>

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

Impact	Mitigation Measures	Level of Significance After Mitigation
Section 4.7, Greenhouse Gas Emissions		
<p>Threshold 1: Generation of Greenhouse Gas Emissions Less Than Significant. The Proposed Project would not generate greenhouse gas emissions that may have a significant impact on the environment.</p>	<p>No mitigation required.</p>	<p>Less Than Significant.</p>
<p>Threshold 2: Conflict with Applicable Plan Less Than Significant. The Proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</p>	<p>Refer to previously referenced PVCCSP EIR mitigation measures MM Air 4 through MM Air 7, MM Air 11, MM Air 13, MM Air 14, MM Air 18, MM Air 19, and MM Air 20.</p>	<p>Less Than Significant.</p>
Section 4.8, Hazards and Hazardous Materials		
<p>Threshold 1: Transportation, Use, and Disposal of Hazardous Materials Less Than Significant. With compliance with applicable regulations, operation of the Proposed Project would result in a less than significant impact related to a significant risk to the public or the environment through the potential routine transport, use, or disposal of hazardous materials.</p>	<p>MM Haz 7 Prior to any excavation or soil removal action on a known contaminated site, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is encountered, complete characterization of the soil and/or groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to Land Disposal restrictions. If site remediation involves the removal of contamination, then contaminated material will need to be transported off site to a licensed hazardous waste disposal facility. If any implementing development projects require imported soils, proper sampling shall be conducted to make sure that the imported soil is free of contamination.</p>	<p>Less Than Significant.</p>
<p>Threshold 2: Accidental Releases Less Than Significant. The Proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction operation.</p>	<p>Refer to PVCCSP EIR mitigation measure MM Haz 7, above.</p>	<p>Less Than Significant.</p>

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

Impact	Mitigation Measures	Level of Significance After Mitigation
<p>Threshold 3: Hazards to Nearby Schools No Impact. The Project Site is not located within a quarter mile of an existing or proposed school.</p>	<p>No mitigation required.</p>	<p>No Impact.</p>
<p>Threshold 4: Hazardous Materials Sites No Impact. The Proposed Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5.</p>	<p>No mitigation required.</p>	<p>No Impact.</p>
<p>Threshold 5: Hazards from Nearby Airports Less Than Significant. The Proposed Project would not cause in a safety hazard related to aircraft operations.</p>	<p>MM Haz 2 Prior to the recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to the March ARB/March Inland Port Airport Authority.</p> <p>MM Haz 3 Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.</p> <p>MM Haz 4 The following notice shall be provided to all potential purchasers and tenants: "This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A)."</p> <p>MM Haz 5 The following uses shall be prohibited: (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an</p>	<p>Less Than Significant.</p>

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

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.</p> <p>(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.</p> <p>(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.</p> <p>(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p> <p>(e) All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.</p> <p>MM Haz 6 A minimum of 45 days prior to submittal of an application for a building permit for an implementing development project, the implementing development Project Owner/Developer shall consult with the City of Perris Planning Department to determine whether any implementing project-related vertical structures or construction equipment will encroach into the 100-to-1 imaginary surface surrounding the March ARB. If it is determined that there will be an encroachment into the 100-to-1 imaginary surface, the implementing development Project Owner/Developer shall file a FAA Form 7460-1, Notice of Proposed Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the implementing development Project Owner/Developer and the Perris Planning Division will work with FAA to resolve any adverse effects on aeronautical operations.</p>	

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

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

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

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

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

Impact	Mitigation Measures	Level of Significance After Mitigation
Section 4.10, Land Use and Planning		
<p>Threshold 1: Physical Division of Established Community</p> <p>No impact. The Proposed Project would develop a vacant lot and would not physically divide an established community. Further, the Proposed Project does not include any new roadways or structures that would physically divide the existing community. Therefore, no impact would occur.</p>	<p>No mitigation required.</p>	<p>No impact.</p>
<p>Threshold 2: Conflict with Applicable Land Use Plans, Policies, and Regulations</p> <p>Less Than Significant. The Proposed Project would be consistent with applicable land use plans, policies, and regulations. A less than significant impact would occur.</p>	<p>No mitigation required.</p>	<p>Less Than Significant.</p>
Section 4.11, Noise		
<p>Threshold 1: Exceedance of Noise Standards</p> <p>Less Than Significant. The Proposed Project would not generate substantial construction or operational noise impacts in excess of standards established by the City of Perris.</p>	<p>MM Noise 1 During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers consistent with manufacturer’s standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.</p> <p>MM Noise 2 During construction, stationary construction equipment, stockpiling and vehicle staging areas will be placed a minimum of 446 feet away from the closest sensitive receptor.</p> <p>MM Noise 3 No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.</p>	<p>Less Than Significant.</p>

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

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>MM Noise 4 Construction contractors of implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.</p>	
<p>Threshold 2: Excessive Groundborne Vibration or Noise Less Than Significant. The Proposed Project would not generate excessive groundborne vibration or groundborne noise levels.</p>	<p>No mitigation required.</p>	<p>Less Than Significant.</p>
<p>Threshold 3: Aircraft Noise No Impact. The Proposed Project would not expose people residing or working in the Proposed Project area to excessive noise levels associated with airports.</p>	<p>No mitigation required.</p>	<p>No impact.</p>
<p>Section 4.12, Transportation</p>		
<p>Threshold 1: Circulation System Performance Less Than Significant. The Proposed Project would not conflict with regional or local programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.</p>	<p>MM Trans 3: Each implementing development project shall participate in the phased construction of off- site traffic signals through payment of that project’s fair share of traffic signal mitigation fees and the cost of other off-site improvements through payment of fair share mitigation fees which includes the NPRBBD (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.</p> <p>MM Trans 4: Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the project area, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA</p>	<p>Less Than Significant.</p>

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

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>design standards, including the design of the contact between sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.</p> <p>MM Trans 5: Bike racks shall be installed in all parking lots in compliance with City of Perris standards.</p> <p>MM Trans 8: Proposed mitigation measures resulting from project-level traffic impact studies shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of project level mitigation that is included in the NPRBBD.</p>	
<p>Threshold 2: Induction of Substantial Vehicle Miles Traveled</p> <p>Less Than Significant. The Proposed Project would not cause a substantial adverse VMT impact.</p>	<p>No mitigation required.</p>	<p>Less Than Significant.</p>
<p>Threshold 3: Hazardous Design Features</p> <p>Less Than Significant. The Proposed Project would not include substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).</p>	<p>MM Trans 1: Future implementing development projects shall construct on-site roadway improvements pursuant to the general alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed.</p> <p>MM Trans 2: Sight distance at the project entrance roadway of each implementing development project shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.</p>	<p>Less Than Significant.</p>
<p>Threshold 4: Inadequate Emergency Access</p> <p>Less Than Significant. The Proposed Project would not result in inadequate emergency access.</p>	<p>No mitigation required.</p>	<p>Less Than Significant.</p>

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

Impact	Mitigation Measures	Level of Significance After Mitigation
Section 4.13, Tribal Cultural Resources		
Threshold 1: Tribal Cultural Resources Potentially Significant. The Proposed Project could cause a substantial adverse change in the significance of a Tribal Cultural Resource.	Refer to mitigation measures MM CUL-1 and CUL-2, above.	Less Than Significant.
Section 4.14, Utilities and Service Systems		
Threshold 1: New or Expanded Utilities Facilities Less Than Significant. The Proposed Project would not require new or expanded utilities. There is adequate capacity to treat the wastewater generated by the Proposed Project.	No mitigation required.	Less Than Significant.
Threshold 2: Water Supply Availability Less Than Significant. Sufficient water supplies would be available to serve the Proposed Project and reasonably foreseeable future development during normal, single-dry, and multiple-dry years.	No mitigation required.	Less Than Significant.
Threshold 3: Wastewater Treatment Capacity Less Than Significant. The Proposed Project would not require new or expanded utilities. There is adequate capacity to treat the wastewater generated by the Proposed Project.	No mitigation required.	Less Than Significant.
Threshold 4: Solid Waste Generation Less Than Significant. The Proposed Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure	No mitigation required.	Less Than Significant.

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

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

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Chapter 1 Introduction

1.1 Purpose of the Environmental Impact Report

1.1.1 California Environmental Quality Act Compliance

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

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

The intent of this EIR is to provide sufficient information on the potential environmental impacts of the Proposed Project, to allow the City of Perris to consider the potential environmental consequences, and make an informed decision to approve, modify, or deny the Proposed Project. This EIR also serves to inform the public and responsible, and other public agencies on the Proposed Project. Specific discretionary actions to be considered by the City and other agencies are described in Section 2.9, Required Permits and Actions.

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

1.1.2 Lead Agency and Responsible Agencies

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

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

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

1.2 Environmental Procedures

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

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

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

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

1.2.1 EIR Format

This EIR is organized into three volumes. Volume I addresses the potential environmental impacts of the physical development of the Proposed Project. Associated technical appendices are contained in Volume II. When the EIR is finalized, Volume III will contain the public, organization, and public agency comments received on the Draft EIR, the City's responses to those comments, a summary of revisions or enhancements to the Draft EIR, and the Mitigation Monitoring and Reporting Program for the Proposed Project.

Volume I of this EIR includes the following:

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

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

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

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

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

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

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

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

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

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

1.2.2 Type and Purpose of This EIR

The Project Site and surrounding properties to the west, north and east are located within the Perris Valley Commerce Center area of the City of Perris. The Perris Valley Commerce Center Specific Plan (PVCCSP) was adopted by the City of Perris on January 12, 2012 (Ordinance No. 1284) and has been subsequently amended 14 times prior to the publication of this EIR. The environmental impacts resulting from implementation of allowed development under the PVCCSP have been evaluated in the Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR) (State Clearinghouse No. 2009081086), which was certified by the City of Perris in January 2012. The PVCCSP EIR is a program EIR and was prepared in accordance with CEQA and the CEQA Guidelines. Project-specific evaluation in a later-tier environmental document for individual development projects within the PVCCSP area was anticipated. As stated in Section 15168(d)(3) of the CEQA Guidelines, the program EIR can “focus an EIR on a later activity to permit discussion solely of new effects which had not been considered before.” As such, the environmental analysis for the Proposed Project presented in this Draft EIR is based on, or “tiered” from, the analysis presented in the PVCCSP EIR, when applicable, and the PVCCSP EIR is incorporated by reference (refer to Section 1.6, Documents Incorporated by Reference).

Section 15152 of the CEQA Guidelines states, “Tiering refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or Negative Declaration solely on issues specific to the later project.” CEQA and the CEQA Guidelines encourage the use of tiered environmental documents to eliminate repetitive discussions of the same issues.

The PVCCSP EIR analyzes the direct and indirect impacts resulting from implementation of the allowed development under the PVCCSP. Section 15152(f) of the CEQA Guidelines instructs that, when tiering, a later EIR or Negative Declaration shall be prepared when the later project may cause significant effects on the environment that were not adequately addressed in the prior EIR. Significant environmental effects are considered to have been “adequately addressed” if the lead agency determines that:

- A. they have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental report; or,
- B. they have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

Following review of the Proposed Project and the analysis presented in the PVCCSP EIR, the City of Peris, as lead agency, has determined that the Proposed Project is a “project” under CEQA that was not fully addressed in the PVCCSP EIR. Therefore, this EIR has been prepared as a “Project EIR” as defined by CEQA Guidelines Section 15161. This type of EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that would result from the development of the Proposed Project. This EIR examines all phases of the Proposed Project, including planning, construction, and operation.

1.3 Scoping Process

1.3.1 Notice of Preparation

The City complied with CEQA Guidelines Sections 15082 and 15083 by providing opportunities for early responsible and trustee agency participation in the environmental review process as well as opportunity for early public consultation with interested organizations and individuals. Specifically, the Notice of Preparation providing notice of a Draft EIR Scoping Meeting was distributed on October 20, 2023, to federal, state, regional, and local government agencies and interested parties to solicit comments and to inform agencies and the public of the Proposed Project during a 30-day public review period that extended from December 1, 2023, to January 2, 2024 (included as Appendix A). The purpose of the Notice of Preparation is to provide notification that an EIR for the Proposed Project is being prepared and to solicit guidance on the scope and content of the document.

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

Table 1-1. Notice of Preparation Written Comments Summary

Commenting Agency/Person	Letter Dated	Summary of Comments	Issue Addressed In:
State Agencies			
Native American Heritage Commission (NAHC)	December 4, 2023	The NAHC summarizes requirements for Native American consultation pursuant to Senate Bill (SB) 18 and Assembly Bill (AB) 52, and provides standard guidance on the scope of the analysis of potential impacts to Native American resources and recommendations for mitigation.	Section 4.13, Tribal Cultural Resources
Regional Agencies			
Eastern Municipal Water District (EMWD)	December 18, 2023	The EMWD requested that consultation with the EMWD's Development Services Department occur to compare proposed and existing water demands and sewer flows, and prepare a Design Conditions report, to detail all pertinent facilities necessary to serve such implementing development projects. The proper steps in the Design Conditions process should be followed with dialogue starting at an early stage.	Section 4.14, Utilities and Service Systems
Riverside County Airport Land Use Commission (ALUC)	December 19, 2023	The Riverside Airport Land Use Commission acknowledges that the Proposed Project is located within Zone C1 and D of March AIA, however, because the City of Perris is consistent with the compatibility plan for March Air Reserve Base/Inland Port Airport, they have noted that the City can conduct the review themselves, unless the Proposed Project requires a legislative action such as a change of zone or a specific plan amendment. The Proposed Project includes a specific plan amendment and was determined to be consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan by ALUC on July 11, 2024.	Chapter 2, Project Description
Riverside County Flood Control and Water Conservation District	December 18, 2023	The Riverside County Flood Control and Water Conservation District stated that the Proposed Project could require a NPDES permit. If the Proposed Project involves a FEMA mapped floodplain, the City should follow proper requirements under FEMA, and should require CLOMR and LOMR. Proper mitigation should be implemented as needed. If a natural watercourse or mapped floodplain is impacted, the City should require the applicant obtain a Section 1602 Agreement from the CDFW and a Section 404 Permit from US Army Corps of Engineers. A Section 401 Water Quality Certification may be required prior to issuance of the Army Corps 404 permit.	Section 4.9, Hydrology and Water Quality

Notes: CDFW = California Department of Fish and Wildlife; CLOMR = Conditional Letter of Map Revision; FEMA = Federal Emergency Management Agency; LOMR = Letter of Map Revision; NPDES = National Pollutant Discharge Elimination System

Pursuant to CEQA Guidelines, Section 15082, the City of Perris Planning Commission held a Draft EIR public scoping meeting on December 19, 2023. Public agencies and members of the public were invited to attend and provide input on the scope of this EIR. City staff described the Proposed Project to the Planning Commissioners and provided a conceptual site plan for the Proposed Project and architectural elevations. Following a brief explanation of the environmental review process by the EIR consultant, comments from the Planning Commissioners and the public were solicited. In summary, the Planning Commissioners, organizations' representatives, and members of the public brought up the following environmental issues:

- **Request to analyze other alternatives.** Multiple Planning Commissioners requested that the following alternatives be analyzed:
 - Lower building height with larger setback along Placentia Avenue
 - Reducing the scale/size
 - Rearrange the dock doors, trailer and truck parking, and access to the north and west side
 - Longer queuing to get into the Proposed Project Site
- **Sewer concern brought up by multiple residents.** Commenters voiced that the City has allegedly promised connection to the sewer many times, but they are still on septic.
- **Inconsistencies with site plans/boundaries in presentation given by City staff.** The boundary before the acquisition of the additional area was not reflected in one of the figures.
- Concern about the following environmental issues:
 - Transportation impacts- narrow street as it is
 - Pollution
 - Lighting, aesthetics, and landscaping
 - Noise along the boundary of the lot line of people's homes
 - Greenhouse gas emissions
 - Air quality
 - Public services
 - Response time for emergency services
 - Schools impacted by more vehicles
 - Population and housing – there were concerns that residents would be pushed out because they don't want to live there due to an increase in industrial uses in the area
- **Economic impact.** When discussing Population and housing, Planning Commissioner Gomez stated concern about the economic impacts on having a project like this here which could have health impacts leading to a forced sale of property that would then be undersold because the value of the area decreased due to the development.

- **General comments.** Other public comments were that there is no sidewalk, no curb, and that students currently walk with these conditions to school.
- **Requests for more landscaping and screening.** Multiple requests were made for more landscaping and screening along the northeastern portion of the site.
- **Requests for visualizations and renderings.** The Planning Commissioners and residents requested more visualizations of what the Proposed Project would look like from surrounding the residential areas, especially as the front yards would be facing the Proposed Project.

1.4 Scope of the Environmental Impact Report

A Notice of Preparation (included as Appendix A of this EIR) was prepared in accordance with CEQA Guidelines Section 15063(c), during the Draft EIR scoping process and determined that 5 environmental impact categories were not significantly affected by or did not affect the Proposed Project. These categories are not discussed in detail in this Draft EIR. Refer to Chapter 6, Other CEQA Considerations:

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

1.4.1 Potentially Significant Adverse Impacts

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

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

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

This EIR evaluates direct impacts, reasonably foreseeable indirect impacts, and cumulative impacts resulting from planning, construction, and operation of the Proposed Project using the most current information available and in accordance with the provisions set forth in CEQA and the CEQA Guidelines. In addition, this EIR recommends potentially feasible mitigation measures, where possible, and project alternatives that would reduce or eliminate significant adverse environmental effects.

1.5 Public Review of the Draft EIR

This Draft EIR is being circulated for public review and comment for a period of 45 days. During this period, the public and public agencies can submit comments on this EIR’s accuracy and completeness to the lead agency. Release of this Draft EIR marks the beginning of the 45-day public review period pursuant to CEQA Guidelines Section 15105. The 45-day public review period for this Draft EIR will be from December 5, 2025, through January 19, 2026. The public can review this Draft EIR at the following address during normal business hours (Monday through Friday, 8:00 a.m. to 5:00 p.m.) or on the City’s website at <https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review>.

City of Perris Development Services Counter
135 North D Street
Perris, California 92570

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

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

1.5.1 Final Environmental Impact Report and Certification

Upon completion of the Draft EIR public review period, a Final EIR that will include written comments on the Draft EIR received during the public review period and the City’s responses to those comments will be prepared. The Final EIR will also include a Mitigation Monitoring and Reporting Program prepared in accordance with CEQA Section 21081.6. The Final EIR will address any revisions to the Draft EIR made in response to public, organization, or public agency comments. The Draft EIR and Final EIR together will compose the EIR for the Proposed Project. Before the City can review the Proposed Project for approval, it must first certify that the EIR has been completed in compliance with CEQA, that it has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City. The City will also be required to adopt Findings of Fact and a Statement of Overriding Considerations (if any significant, unavoidable impacts are identified). If no significant, unavoidable impacts (assuming the City finds the proposed mitigation measures to be feasible) are identified, the City will not be required to adopt a Statement of Overriding Considerations if it approves the Proposed Project (California Public Resources Code, Section 21081).

1.6 Documents Incorporated by Reference

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

- Perris Comprehensive General Plan 2030, City of Perris, originally approved on April 26, 2005 (GP). Available at <https://www.cityofperris.org/departments/development-services/general-plan>.
- Perris General Plan 2030 Draft Environmental Impact Report (State Clearinghouse No. 2004031135), certified April 26, 2005. Available at <https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000>.
- Perris Valley Commerce Center Specific Plan Final Environmental Impact Report, November 2011, Certified January 10, 2012. Available at <https://www.cityofperris.org/Home/ShowDocument?id=2645>.
- Perris Valley Commerce Center Specific Plan Amendment No. 12. Adopted January 10, 2012, and subsequently amended and approved January 22, 2022. Available at: <https://www.cityofperris.org/home/showpublisheddocument/2647/637799977032200000>.

Chapter 2 Project Description

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

The Proposed Project has been designed to implement the City's established land use vision, as set forth in the Perris Valley Commerce Center Specific Plan (PVCCSP) (City of Perris 2022) and incorporates on- and off-site Design Standards and Guidelines, as described in this section.

2.1 Project Background

The Project Site and surrounding properties to the west, north and east are located within the Perris Valley Commerce Center (PVCC) area of the City of Perris. On January 10, 2012, the City of Perris City Council adopted the PVCCSP, which was prepared pursuant to the authority granted to the City by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 to 65457. On the same date, the City also adopted Ordinance No. 1284, adopting Specific Plan Zoning for properties within the PVCCSP area. The PVCCSP land uses allow for the development of approximately 3,500 acres which consist of industrial, commercial, and office uses, as well as public facilities. The PVCCSP has been subsequently amended 15 times, with Amendment No. 15 approved in September 2025. In conjunction with its approval of the PVCCSP, the City complied with CEQA by preparing and certifying the PVCCSP Final EIR (State Clearinghouse No. 2009081086) (Webb 2011), which is incorporated by reference in this Draft EIR and is available for public review at the City of Perris Planning Division temporary counter, 101 North D Street, Perris, California 92570 and online at: <https://www.cityofperris.org/departments/development-services/specific-plans>.

2.2 Project Location

The Project Site is within the City of Perris, in Riverside County, California, located at the northeast corner of the intersection of Placentia Avenue and Wilson Avenue (refer to Figure 2-1, Regional Location, and Figure 2-2, Project Location and Vicinity). The Project Site and surrounding properties to the west, north and east are within the PVCC area and are zoned Light Industrial. Properties to the south are zoned Residential R-20,000 and are developed with single family homes. The Project Site is generally bounded by Placentia Avenue to the south, Wilson Avenue to the west, existing

industrial development to the north, and a vacant lot (APN 300-900-001) and the existing Perris Valley Storm Drain Channel to the east. The Project Site encompasses Assessor's Parcel Numbers (APNs) 300-170-003, -004, -005, -006, -010, -011, -012, -013, -014, -015, -016, and -017. The gross site area for the 12 parcels total 27.91 acres, including 0.65 acre of future storm drain easement dedication area. The net Project Site would be 27.26 acres.

As shown on Figure 2-3, Aerial Photograph, surrounding properties are developed as follows:

- North: Newly constructed industrial building (3125 Wilson Avenue), Perris Valley Storm Drain Channel, and Highgrade Concrete Contractor (immediately north of the newly constructed industrial building at 3175 Wilson Avenue).
- East: Electrical lines, Murrieta Road (dirt road), and Perris Valley Storm Drain, followed by vacant land and residential properties.
- South: Placentia Avenue, followed by residential properties, Murrieta Road, and vacant land.
- West: Wilson Avenue and vacant land.

2.3 Project Objectives

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

1. Allow for the development of a professional, well-maintained and attractive light industrial warehousing complex that is compatible with nearby residential neighborhoods.
2. Develop industrial land uses at the Project Site consistent with the PVCCSP policies and objectives.
3. Provide additional employment opportunities for area residents consistent with SCAG's Connect SoCal 2024 Plan which promotes a balance of job and housing opportunities in local areas to reduce long commutes from home to work.
4. Provide additional industrial warehousing opportunities adjacent to designated truck routes within the City of Perris.
5. Expand economic development and facilitate job creation in the City of Perris by establishing a new industrial development area adjacent to an already-established industrial area.
6. Revitalize the Project Site by transitioning from vacant, undeveloped land to a modern-day commerce center.

2.4 Project Components

It is the intent of the PVCCSP to facilitate development of the area in an orderly and consistent fashion, that is coordinated with the provision of necessary infrastructure and public improvements. Land use designations and permitted uses are defined in Section 2.0 of the PVCCSP. Development standards, design guidelines, and landscape standards that define the City's expectations for development of the area are included in Sections 4.0, On-Site Design Standards and Guidelines, and 5.0, Off-Site Design Standards and Guidelines, of the PVCCSP.

The PVCCSP designates the Project Site for Light Industrial uses. As allowed under these land use designations, the Proposed Project involves the construction and operation of one light industrial building that would allow for either high-cube, non-refrigerated warehouse/distribution uses, or manufacturing. High-cube warehouses are primarily used for the storage and consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. As described in this section, the proposed building has been designed to comply with the standards and guidelines set forth in the PVCCSP including but not limited to the following: on-site design standards and guidelines (including site layout, architecture, lighting, and others), off-site design standards and guidelines (including circulation and infrastructure), landscaping, industrial design standards and guidelines, and infrastructure.

The Proposed Project has also been designed to comply with applicable requirements of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

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

- **Certification of the Final EIR** with the determination that the EIR has been prepared in compliance with the requirements of CEQA.
- **Specific Plan Amendment (SPA) (Case No. PLN22-05298)** to the Perris Valley Commerce Center Specific Plan to vacate and remove a non-developed planned street and Murrieta Road between Placentia Avenue and the Perris Valley Storm Drain Channel.
- **Tentative Parcel Map (TPM) (Case No. PLN23-05103)** to combine the existing twelve-parcel Project Site into once parcel.
- **Development Plan Review (DPR) (Case No. DPR 21-00015)** for review of the warehouse site plans and building elevations.

2.5 Project Description

“Project,” as defined by the CEQA Guidelines, means (14 Cal. Code of Reg. Section 15378[a]):

. . . the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the

environment, and that is any of the following: (1) . . . enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700.

2.5.1 Project Description

The Proposed Project Owner/Developer proposes to construct a concrete tilt-up warehouse building. It would encompass 573,265 square feet and include a 5,000 square foot mezzanine, for a total building area of 578,265 square feet, refer to Figure 2-4, Site Plan.

2.5.1.1 Access, Circulation, and Parking

The Project Site would be accessible via two truck accessible driveways and one automobile access only driveway along Wilson Avenue. An emergency vehicle only driveway would be provided at the southeast corner of the Project Site along Placentia Avenue. The two truck accessible driveways at the northwest and southwest corners of the Project Site would be left-in and right-out only driveways and the auto-only center driveway would be a full-access driveway. The north and south trailer parking lots would be connected by an internal fire lane along the eastern boundary and manually operated gates would be installed. A total of 201 vehicular parking stalls would be provided along Wilson Avenue, including 10 accessible parking stalls and 191 standard stalls. Pursuant to Section 5.106.5.3.1 of the CALGreen Code, at least 40 electric vehicle (EV) capable parking spaces would be provided while at least 10¹ of these spaces would provide EV chargers at the time that the warehouse begins operations. A total of 138 trailer parking stalls, 72 stalls along the north boundary and 66 stalls along the south boundary would be provided. The Proposed Project would also include 7 bicycle parking stalls.

The Proposed Project also includes access improvements to the following roadways: Wilson Avenue (NS) at Project North Driveway (EW), Wilson Avenue (NS) at Project Central Driveway (EW), and Wilson Avenue (NS) at Project South Driveway (EW). The specific improvements that are proposed are as follows:

- Wilson Avenue (NS) at Project North Driveway (EW):
 - Construct one inbound lane and one outbound lane with westbound stop-control for truck access only
 - Northbound: one through lane
 - Southbound: one through lane and one two-way left turn lane
 - Westbound: one right turn lane
- Wilson Avenue (NS) at Project Central Driveway (EW):

¹ This number is based on the requirements of the 2022 CALGreen Code. The 2025 CALGreen Code takes effect on January 1, 2026 and the Project would need to provide at least 20 spaces with EV chargers at the time of opening when building permits are approved after 2025.

- Construct one inbound lane and one outbound lane with westbound stop-control for passenger car access only
- Northbound: one shared through/right turn lane
- Southbound: one through lane and one two-way left turn lane
- Westbound: one shared left/right turn lane
- Wilson Avenue (NS) at Project South Driveway (EW):
 - Construct one inbound lane and one outbound lane with westbound stop-control for truck access only
 - Northbound: one through lane
 - Southbound: one through lane and one two-way left turn lane
 - Westbound: one right turn lane

2.5.1.2 Truck Routes

The PVCC area is primarily intended to accommodate commercial and industrial uses and requires a greater need for established truck routes to serve existing and future businesses. The City has adopted specific truck routes throughout the PVCC area to separate passenger and truck traffic and move truck traffic efficiently through the vicinity of the Project Site while avoiding residential communities as much as possible. Trucks traveling to/from the Project Site would be required to access General Plan and PVCCSP-designated truck routes. Trucks accessing the Project Site from the I-215 at Harley Knox Boulevard would travel east on Harley Knox Boulevard, south on Redlands Avenue, east on Rider Street, and south on Wilson Avenue. Trucks accessing the Project Site to/from Placentia Avenue at the I-215 would travel east on Placentia Avenue, north on Indian Avenue, east on Morgan Street, south on Redlands Avenue, east on Rider Street, and south on Wilson Avenue. The southerly edge of both truck driveways on Wilson Avenue would be recessed to prevent trucks from traveling south and accessing the Project Site to/from Placentia Avenue to avoid truck traffic in the neighboring residential areas. Directional signage would be provided on site to direct drivers accordingly. Additionally, the truck driveway along Placentia Avenue would have an exaggerated curb return radius to prevent right in and left out truck movements. Refer to Figure 2-5, Truck Routes Map.

2.5.1.3 Landscaping, Walls/Fences, and Lighting

The Project Site would be surrounded by an eight-foot-high tube steel fencing with 24-inch square block pilasters at 50 feet on center separation along the north and east property line and a 14-foot-high concrete tilt-up screen wall along the south property line. A 14-foot-high concrete painted screen wall would be provided along the Project Site to the existing drainage channel at the northwest corner. Landscaping would be provided along the entire site perimeter of the Project Site totaling 154,728 square feet, except for the boundary along the storm channel dedication area at the northeast corner. The Proposed Project would provide 170,049 square feet of landscaped area, covering 14.32

percent of the Project Site. On-site exterior lighting would be provided throughout the warehouse and Project Site as required for security and wayfinding. Refer to Figure 2-6, Landscape Plan.

2.5.1.4 Utilities

Chapter 19.02.100, Utilities of the Perris Municipal Code requires that utility connections be coordinated with the development of the site. As such, the Proposed Project would include the installation of on-site storm drain, water quality, water, sewer, electric, natural gas, and telecommunications infrastructure systems to serve the proposed warehouses. Infrastructure improvements would include the installation of sewer, water, and fire hydrant lines. The on-site utility infrastructure would connect to existing utilities in the vicinity of the Project Site or new utility lines that would be installed within the public right-of-way adjacent to the Project Site.

Dry Utilities

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

Domestic Water, Recycled Water and Sewer

Domestic water supply and sewer service to the Project Site is split between the Perris Utility Agency and the Eastern Municipal Water District (EMWD). The EMWD would provide water and sewer services to Project Site subject to the Project's proposed annexation into the EMWD service area for both sewer and water services.

Storm Water

The Proposed Project would be required to construct a frontage flood control storm drain facility along Placentia Avenue (referred to as the MDP "Line H"), from the existing Perris Valley Storm Drain (PVSD) Channel (downstream limit) to the intersection of Wilson Avenue and Placentia Avenue (upstream limit). Based on the report titled, "Master Drainage Plan for Perris Valley Commerce Center Specific Plan" (May 2010), a 12-foot (w) x 10-foot (h) box culvert was previously proposed on the downstream segment of MDP Line H. However, due to the existing vertical constraint and relatively flat grades, the allowable facility depth would be approximately 7 feet while having a positive drainage to the existing PVSD Channel. To provide an equivalent hydraulic capacity or more, the proposed facility would need to be widened while maintaining the depth to be 7 feet or less. Based on a hydraulic calculation, dual 9-foot (w) x 7-foot (h) box culverts would be a comparable facility size, providing a slightly more hydraulic capacity. This frontage flood control

storm drain facility is currently being coordinated for final design criteria. The preliminary design is to provide a 6-foot by 8-foot diameter reinforced concrete pipe. At a minimum, the frontage storm drain facility is expected to be designed to convey the ultimate buildout runoff from the Proposed Project and tributary flow contributing to the westerly Wilson Avenue.

The Proposed Project Owner/Developer has obtained a 40-foot easement for Line H and a 50-foot temporary construction easement from the property owner to the southeast of the Project Site (APN 300-110-001).

The Proposed Project would require approval of a Letter of Map Revision (LOMR) based on existing data to revise the current National Flood Insurance Program map.

2.6 Specific Plan Amendment

The Proposed Project includes the vacation of a non-developed planned street connecting Wilson Avenue to Murrieta Road and the vacation of the portion of Murrieta Road between Placentia Avenue and the PVSD Channel. A Specific Plan Amendment is required to remove these streets from the PVCCSP. The proposed PVCCSP Amendment would modify Figure 3.0-1, Circulation Plan Map; Figure 3.0-4, Mass Transit Routes; Figure 3.0-5, Trails System Map; Figure, 3.0-7 Existing EMWD Water Map; Figure 3.0-8, Existing EMWD Sewer Map; Figure 3.0-9, Existing EMWD Recycled Water Map; Figure 3.0-12, Existing Natural Gas Map; Figure 3.0-13, Existing Electrical Map; Figure 3.0-14, Existing Telephone Map; Figure 3.0-15, Electrical Cable TV Map; and Figure 5.0-7, Perris Valley Storm Channel Trail, to remove the paper street connecting Wilson Avenue to Murrieta Road and 80-foot of right-of-way on Murrieta Road north of Placentia Avenue from the PVCCSP.

2.7 Project Construction and Site Preparation

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

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

Development phasing of the Project Site would be determined by the Project Owner/Developer based upon real estate market conditions. Phasing would occur as appropriate levels of infrastructure are provided. Phasing sequencing is subject to change over time to respond to various market and local factors and as such, individual phases may overlap or develop concurrently. Infrastructure improvements, as required and approved by the City Engineer to support the development, will be installed by the developer.

The Proposed Project is anticipated to be constructed and fully operational by the year 2026. The Proposed Project is anticipated to be built in one phase with Project construction anticipated to start no sooner than spring 2025 with a duration of 12 months. The construction schedule used in the analysis represents a “worst-case” analysis scenario even if construction was to occur any time after the respective dates since emission factors. The duration of construction activity (and associated equipment) represents a reasonable approximation of the expected construction activities as required per the CEQA Guidelines.

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

2.8 Project Operational Characteristics

In accordance with CEQA, this EIR makes reasonable assumptions for operating characteristics based on the expected use of the proposed building. The Proposed Project’s Site Plan consists of construction of a 573,265-square-foot concrete tilt-up warehouse building with a 5,000 square foot mezzanine, for a total building area of 578,265 square feet.

The Proposed Project would provide a total of 201 automobile parking stalls and 138 trailer stalls. The warehouse would provide a total of 104 truck dock positions, 54 docks on the north side and 50 docks on the south side. The building would have a maximum height of 50 feet. The lot coverage would be 48.29 percent where a maximum of 50 percent is allowed, and the floor area ratio would be 0.4871, where 0.75 is allowed under the PVCCSP. Refer to Figure 2-4 and Figure 2-7, Elevations.

The proposed warehouse is consistent with the current Light Industrial PVCCSP zoning designation for the Project Site. Currently, there is no identified tenant for the proposed building.

Intended occupants for the Proposed Project include distribution firms seeking an Inland Empire location from which to service their client base. Since the tenant is unknown, hours of operation and employee count could vary, but is assumed for planning purposes to operate 24/7. Office workers would likely have typical shifts of Monday through Friday, 8:00 a.m. to 5:00 p.m., while warehouse staff would work in day, evening, and night shifts. Specific hours of operation would be identified during the tenant improvement process.

Compliance with state law is mandatory and inspections of on-road diesel trucks subject to applicable state laws are conducted by the California Air Resources Board. During long-term operating conditions, employees, visitors, and vehicles hauling goods would travel to and from the Project Site daily. Using the trip generation rates given in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition), the Proposed Project is forecast to generate 1,047 daily vehicle trips, including 85 vehicle trips during the AM peak hour and 95 vehicle trips during the PM peak hour.

2.9 Required Permits and Actions

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

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

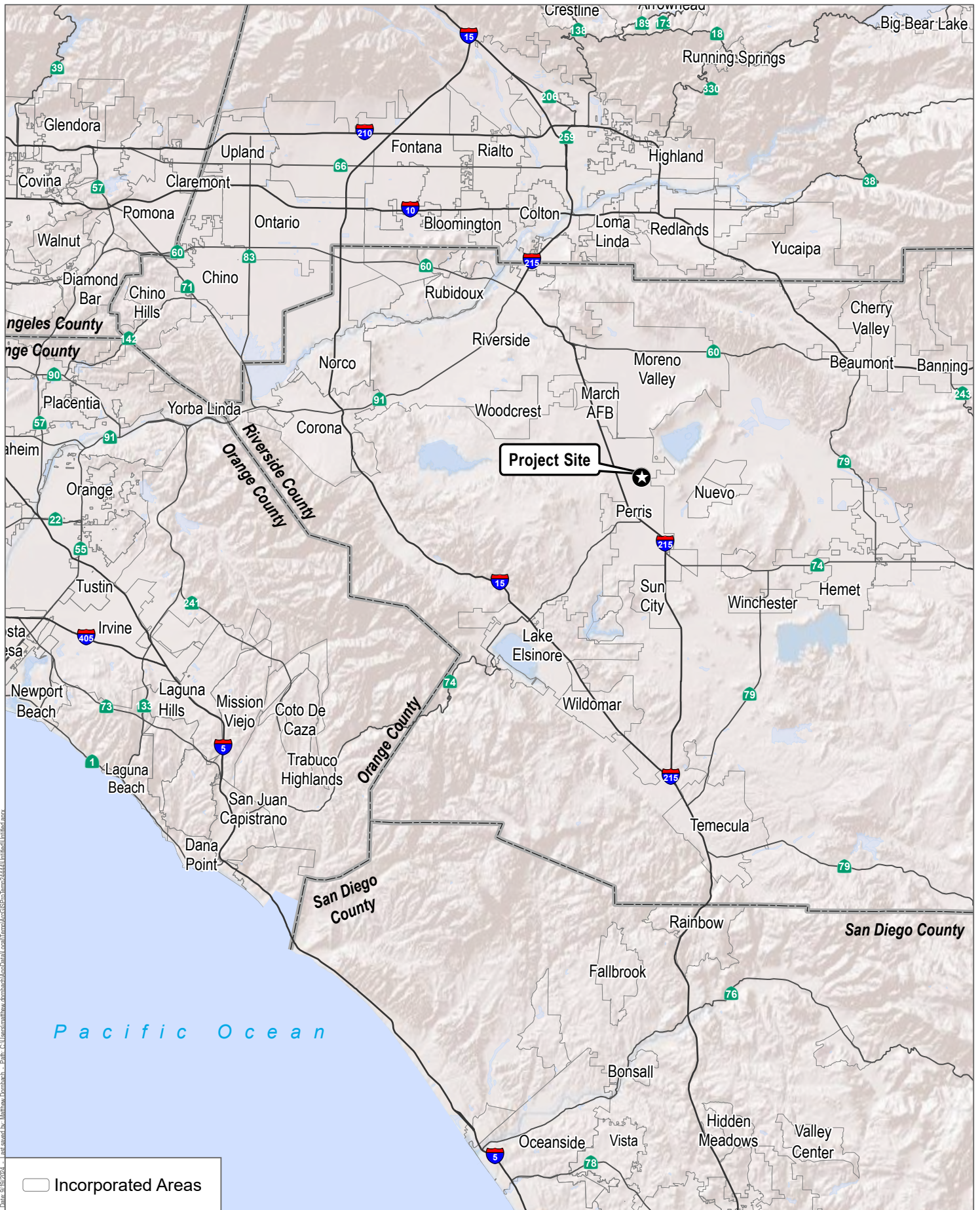
Table 2-1. Anticipated Discretionary Actions/Approvals

Public Agency	Action
Discretionary Approvals	
City of Perris	Certify Environmental Impact Report and adopt Findings, a Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program Specific Plan Amendment (SPA No. PLN22-05298) to the Perris Valley Commerce Center Specific Plan to vacate and remove the undeveloped planned street and Murrieta Road between Placentia Avenue and the Perris Valley Storm Drain Channel

Table 2-1. Anticipated Discretionary Actions/Approvals

Public Agency	Action
	Tentative Parcel Map (TPM No. PLN23-05103) to combine the existing twelve-parcel Project Site into one parcel
	Development Plan Review (DPR) (No. DPR 21-00015) for review of the proposed site plan and building elevations (Building 578,265 square feet)
Non-discretionary Approvals	
City of Perris	Review and approval of all infrastructure plans, including street and utility improvements pursuant to the conditions of approval
	Review all on-site and off-site plans, including grading and on-site and off-site utilities
	Approval of a preliminary Water Quality Management Plan (WQMP) to mitigate post-construction runoff flows
Approvals and Permits by Other Agencies	
Santa Ana Regional Water Quality Control Board (RWQCB)	Approval of a National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened; Section 401 Certification or, alternatively, waste discharge requirements to discharge dredged or fill materials to waters of the state; and construction dewatering permit to remove water from excavation, trenches, foundations, or surface water impoundments
Riverside County Airport Land Use Commission	Advisory review for a determination of consistency with the 2014 March ARB/IPA Airport Land Use Compatibility Plan (ALUCP)
Eastern Municipal Water District (EMWD)	Approval of Water Supply Assessment and water and sewer improvement plans
Riverside County Flood Control and Water Conservation District	An encroachment permit for the proposed storm drain outfall into the Perris Valley Storm Drain Channel
South Coast Air Quality Management District (AQMD)	Permits to construct and/or permits to install and operate new stationary sources of equipment that emit or control air contaminants, such as HVAC units and diesel fire water pumps, and compliance with South Coast AQMD Indirect Source Rule (Rule 2305) for warehouse owners and operators
California Department of Fish and Wildlife (CDFW)	Approval of Streambed Alteration Agreement per California Fish and Game Code Sections 1601, et seq. and Section 2081 Incidental Take Permits authorizing impacts to listed plant and wildlife species
Federal Emergency Management Agency (FEMA)	Approval of a Letter of Map Revision (LOMR) based on existing data to revise the current National Flood Insurance Program map
United States Army Corps of Engineers	Approval of Section 404 Permit under the federal Clean Water Act

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Source: ESRI 2021.

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Source: Maxar Imagery 2022.

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Source: County of Riverside Imagery 2020.

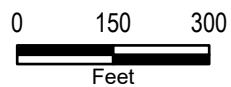
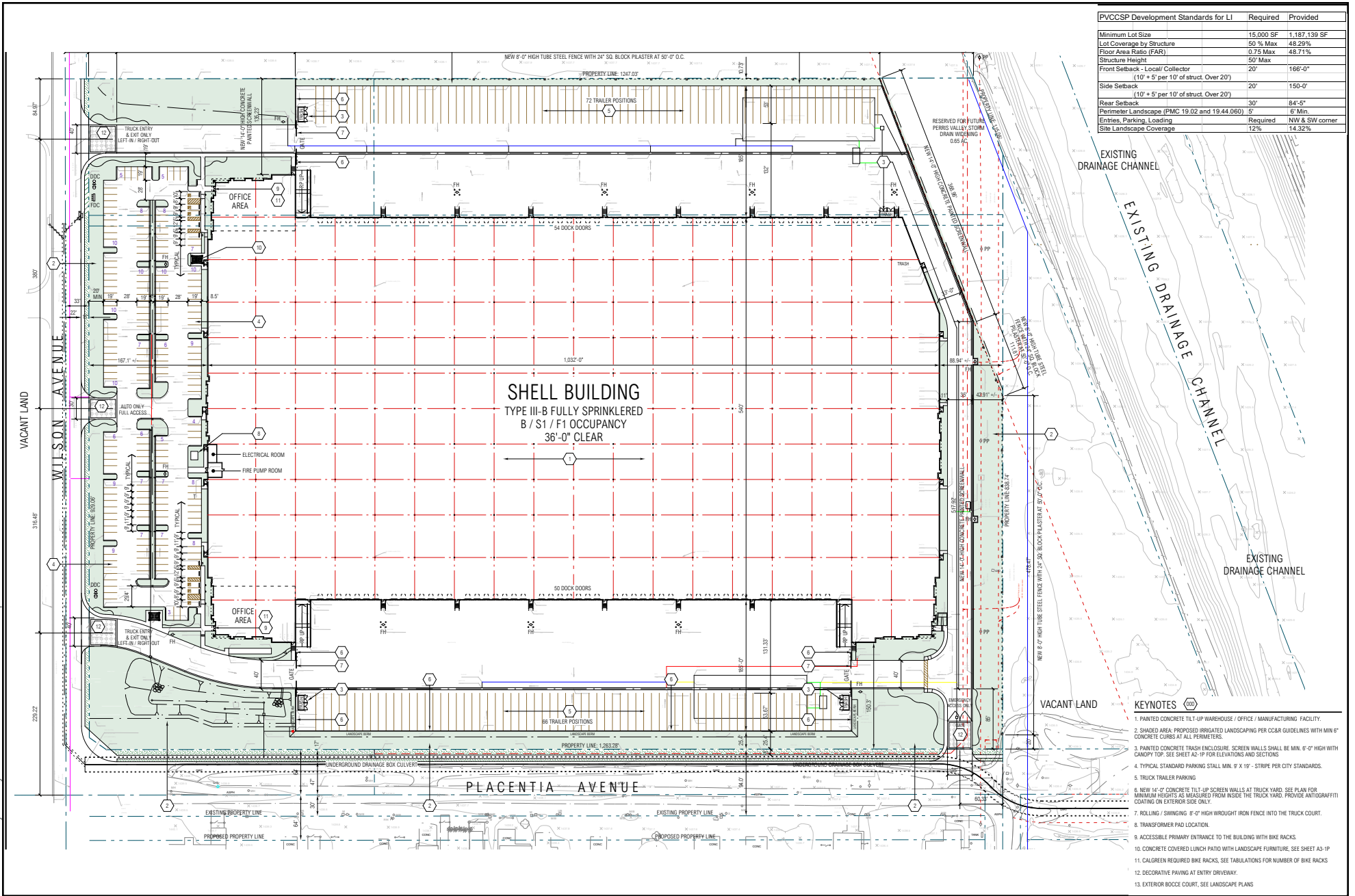


Figure 2-3

Aerial Photograph

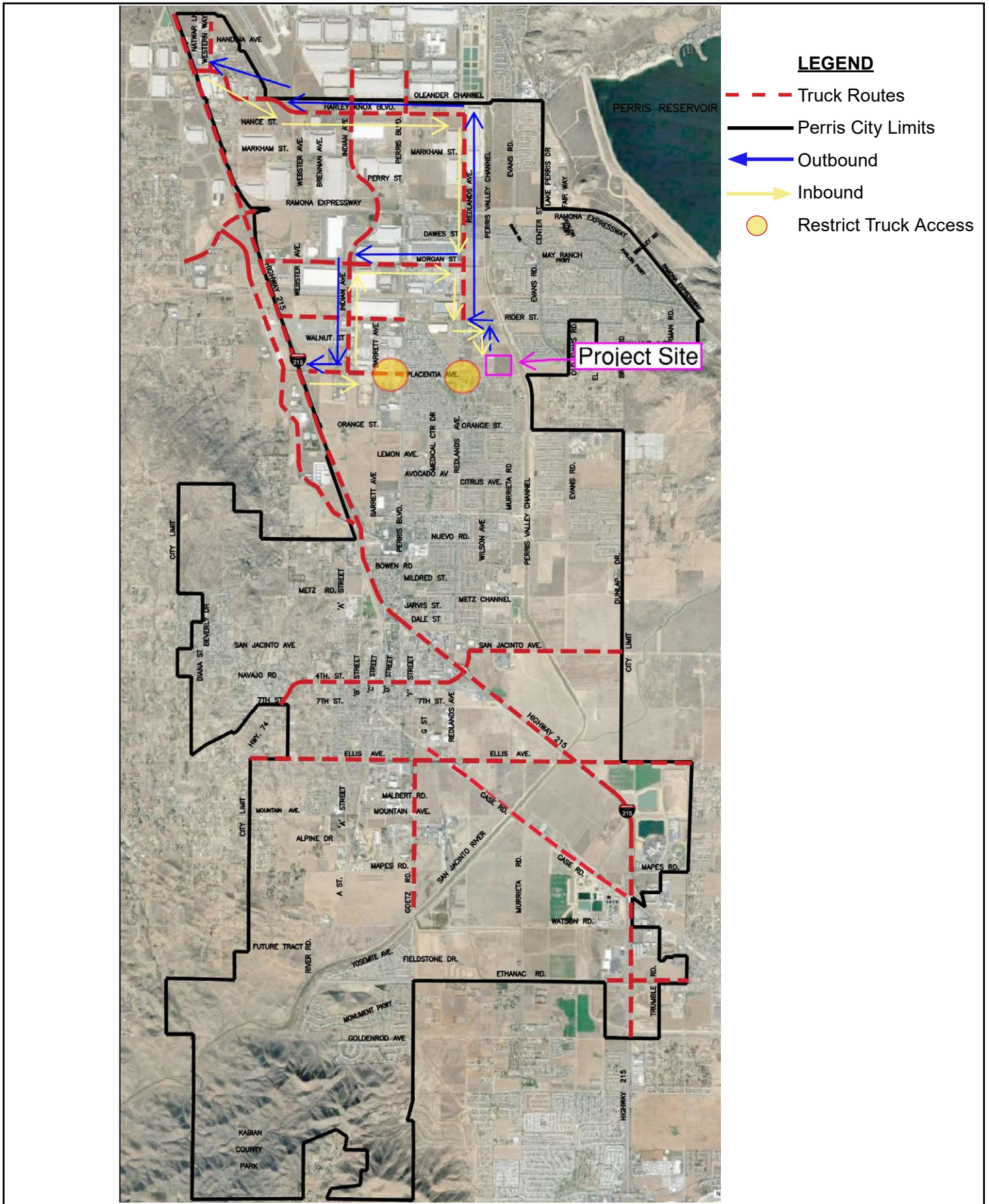
The Cubes at Placentia

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Source: RGA Architectural Design 2023.

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Source: City of Perris 2022.



Harris & Associates

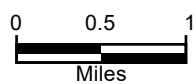
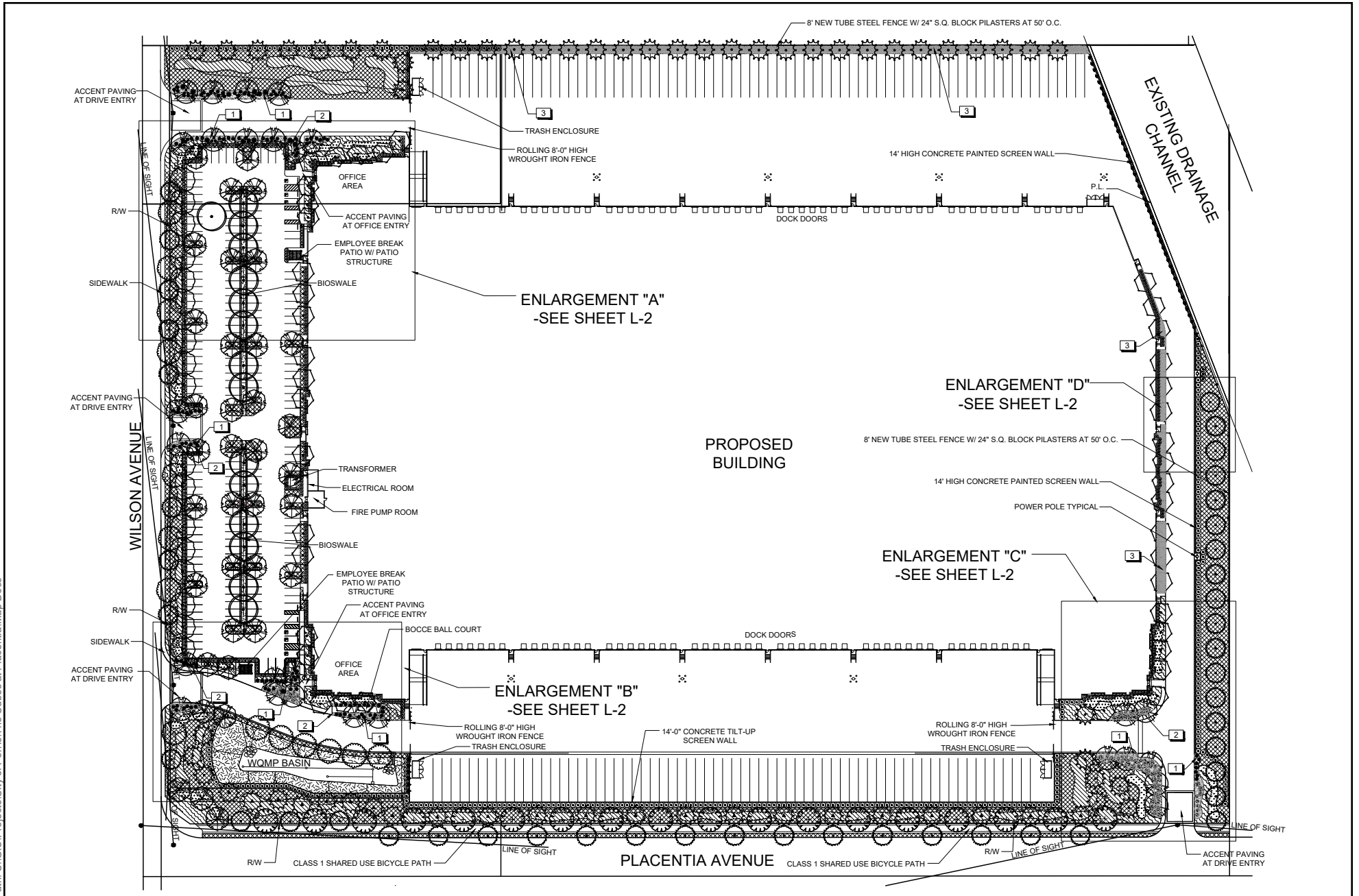


Figure 2-5
Truck Routes Map

The Cubes at Placentia

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Source: Environs, Inc. Landscape Architecture 2023.

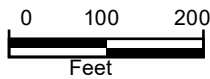


Figure 2-6
 Landscape Plan
 The Cubes at Placentia

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Source: RGA Architectural Design 2023.



Harris & Associates

Figure 2-7
Elevations

The Cubes at Placentia

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Chapter 3 Environmental Setting

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

3.1 Existing Setting

The Cubes at Placentia Industrial Project (herein referred to as Proposed Project or Project) Site lies within the Perris Valley Commerce Center (PVCC) area of the City of Perris. The PVCC covers approximately 3,500 gross acres within the City of Perris, Riverside County, California. The PVCC is located east of Interstate 215, west of the Perris Valley Storm Drain, south of March Air Reserve Base/Inland Port Airport, and north of Placentia Street. The existing area is currently characterized by industrial, commercial, and residential uses.

The Perris Valley Commerce Center Specific Plan (PVCCSP) Environmental Impact Report (EIR) was certified in January 2012 and provides a description of the environmental and regulatory setting for the entire PVCC area of the City of Perris, which includes the Project Site. With the exception for termination of agricultural activities on the Project Site, and construction of development anticipated by the PVCCSP, the physical setting for the Project Site and adjacent areas, as described in the PVCCSP EIR, has not notably changed since the PVCCSP EIR was prepared and certified.

Below is a brief description of the geographic setting for the area, and environmental setting for the Project Site and the surrounding areas. Additional setting information is provided for each topical issue analyzed in Chapter 4, Environmental Analysis, of this Draft EIR. It should be noted that updates to applicable local and regional regulatory programs have occurred since the PVCCSP EIR was certified and new regulatory programs have been adopted; updated regulations are also discussed for each topical issue in Chapter 4 of this EIR, as appropriate.

As shown on Figure 2-3, Aerial Photograph, the Project Site is vacant and undeveloped. The Project Site is generally flat at approximately 1,435 feet above mean sea level.

The Project Site is located within the area subject to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), within the Mead Valley Area Plan, and the San Jacinto Habitat Management Unit. The Project Site is not within the borders of any MSHCP established Subunit, Cell Group, Criteria Cell, Linkages/Cores, Conserved Lands, or Regional Conservation Authority Easements.

3.2 Regional Setting

The City of Perris is located within the Perris Block geologic unit, which lies within the Peninsular Ranges Geomorphic Province of Southern California. The Peninsular Ranges Geomorphic Province

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

3.3 Project Location

The Project Site is in the City of Perris, in Riverside County, California, located on the northeast corner of the intersection of Placentia Avenue and Wilson Avenue (refer to Figure 2-2, Project Location and Vicinity). The Project Site and surrounding properties to the west, north and east are within the PVCC and are zoned Light Industrial in the PVCCSP. Properties to the south are zoned Residential R-20,000 and are developed with single-family homes. The Project Site is generally bounded by Placentia Avenue to the south, Wilson Avenue to the west, existing industrial development to the north, and a vacant lot (APN 300-900-001) and the existing Perris Valley Storm Drain Channel to the east. The Project Site encompasses Assessor's Parcel Numbers (APNs) 300-170-003, -004, -005, -006, -010, -011, -012, -013, -014, -015, -016, and -017. The gross site area for the 12 parcels total 27.91 acres, including 0.65 acre of future storm drain easement dedication area. The net Project Site would be 27.26 acres.

3.4 Land Uses

3.4.1 Existing General Plan Land Use and Zoning Designation

The existing City of Perris General Plan land use designation for the Project Site is PVCC SP – Perris Valley Commerce Center Specific Plan (City of Perris 2013). The PVCCSP establishes the zoning for the properties within the PVCC area. The southeastern portion of the PVCC area, including the Project Site is designated for light industrial uses. The Light Industrial zone provides for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials, and retail related to manufacturing.

3.4.2 Surrounding Land Uses and Zoning Designations

Surrounding properties to the west, north, and east are within the PVCC and are zoned Light Industrial. Properties to the south are zoned Residential R-200,000 and are developed with single-family homes.

Refer to Table 3-1, Surrounding Land Uses, below for details regarding land uses that abut the Project Site.

Table 3-1. Surrounding Land Uses

North	Newly constructed industrial building (3125 Wilson Avenue), Perris Valley Storm Drain Channel, and Highgrade Concrete Contractor (immediately north of the newly constructed industrial building at 3175 Wilson Avenue).
East	Electrical lines, Murrieta Road (dirt road), and Perris Valley Storm Drain Channel, followed by vacant land and residential properties.
South	Placentia Avenue, followed by residential properties, Murrieta Road, and vacant land.
West	Wilson Avenue and vacant land.

3.4.3 Airport Land Use

The Project Site is proximate to March Air Reserve Base/Inland Port Airport (March ARB/IPA), which covers approximately 7,000 acres. According to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP), the Project Site is located within Compatibility Zone C1 (Primary Approach/Departure Zone). Prohibited uses within Compatibility Zone C1 include children’s schools, daycare centers, libraries, hospitals, congregate care facilities, places of assembly, noise sensitive outdoor non-residential uses, and hazards to flight. Residential uses within Compatibility Zone C1 should not exceed a density of 3.0 units per acre. Other uses, including light industrial uses, are not to exceed an average density of 100 people per acre and a single acre density of 250 people.

3.5 Existing Physical Site Conditions

CEQA Guidelines Section 15125(a)(1) recommends that the physical environmental condition that existed at the time an EIR’s Notice of Preparation is released for public review normally be used as the comparative baseline for the EIR analysis. The Notice of Preparation for this EIR was released for public review on December 1, 2023, and the following pages include a description of the Project Site’s physical environmental conditions (“existing conditions”) as of that approximate date. More information regarding the Project Site’s environmental setting is provided in the specific sections of EIR Chapter 4.

3.5.1 Land Use

The Project Site consists of undeveloped land with low-lying vegetation and has a General Plan land use designation of PVCC SP – Perris Valley Commerce Center Specific Plan and is zoned Light Industrial by the PVCCSP. Agricultural and other commercial development activities historically occurred on the Project Site. There is also evidence of recent discing and trash from illegal dumping throughout the Project’s ground disturbance footprint.

3.5.2 Aesthetics and Topographic Features

The Project Site consists of vacant, undeveloped land with low-lying vegetation, and does not contain any scenic aspects. The Project Site is relatively level, with no areas of topographic relief.

The nearest “Officially Designated” State Scenic Highway is Highway 243, located approximately 21 miles east of the PVCC area. The closest eligible State Scenic Highway to the Project Site is State Route (SR) 74 which is located approximately 3.4 miles southwest of the Project Site. The Project Site itself is not a scenic vista and does not block or diminish a scenic vista.

3.5.3 Land Cover/Vegetation

The Project Site can be found on the Perris United States Geological Survey (USGS) 7.5-Minute Topographic Quadrangle Map (USGS 2003). The Project Site is located within the areas subject to the Stephens’ Kangaroo Rat (*Dipodomys stephensi*) Habitat Conservation Plan, the Western Riverside County MSHCP within the Mead Valley Area Plan, and the San Jacinto Habitat Management Unit.

The Project Site’s disturbed land cover has substantially decreased its value as suitable breeding, nesting, and foraging habitat for native species. Furthermore, the Project Site has limited, if any, value as a low-quality migration corridor or overland dispersal habitat for wildlife, because it is severely movement constrained by the surrounding residential, industrial, and commercial developments, and public infrastructure. Even so, the substantive habitat requirements needed to support Burrowing Owl were observed within the Project’s ground disturbance footprint.

3.5.4 Climate and Air Quality

The City of Perris lies within the South Coast Air Basin, which is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The South Coast Air Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

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

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds.

The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions that produce ozone. The region experiences more days of sunlight than any other major urban area in the nation except Phoenix (South Coast AQMD 2022).

Those who are sensitive to air pollution include children, older adults, and people with pre-existing respiratory or cardiovascular illness. For purposes of CEQA, the South Coast Air Quality Management District (AQMD) considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities (South Coast AQMD 2024).

The nearest sensitive receptors to the Project Site include: the existing single-family residential uses located approximately 50 feet (~15 meters) to the south of the Project Site (across Placentia Avenue), 495 feet (~151 meters) to the east/northeast of the Project Site (across drainage channel), and 695 feet (~212 meters) to the west of the Project Site (along Redlands Avenue).

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

3.5.5 Cultural Resources and Tribal Cultural Resources

The Project Site is located in Section 17 of Township 4 South, Range 3 West on the Perris USGS 7.5-minute topographic quadrangle map, San Bernardino Baseline and Meridian.

The Project Site is assessed to have low sensitivity for buried historic-aged resources such as foundations or refuse pits. No previously recorded prehistoric resources were identified within a one-mile search radius by the Eastern Information Center records search. During Native American scoping, the Pechanga Band of Indians indicated that the Project Site is near one traditional cultural landscape and two other Traditional Cultural Properties, as well as such other resources as village complexes. The Soboba Band of Luiseño Indians have indicated that the Project Site is part of a Tribal cultural landscape determined eligible for the National Register of Historic Places and is extremely culturally sensitive. Based on this information, the Project Site is considered moderately to highly sensitive for buried prehistoric cultural resources.

3.5.6 Geology and Landform

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

3.5.7 Hazards and Hazardous Materials

There are no hazardous materials concerns associated with adjacent properties based on visual observation from publicly accessible rights-of-way. Based on recent Google Earth imagery, existing land uses in the immediate vicinity of the Project Site appear to include Wilson Avenue to the west, vacant land and industrial uses to the north, vacant land and a drainage channel to the east, and Placentia Avenue to the south of the Project Site. According to the Department of Toxic Substances Control Cortese list, compiled pursuant to Government Code, Section 65962.5, no hazardous materials sites are located within or adjacent to the Project Site.

The Project Site is located proximate to March ARB/IPA and is subject to the March ARB/IPA ALUCP. As discussed above, prohibited uses within Compatibility Zone C1 include children's schools, daycare centers, libraries, hospitals, congregate care facilities, places of assembly, noise sensitive outdoor non-residential uses, and hazards to flight. Residential uses within Compatibility Zone C1 should not exceed a density of 3.0 units per acre. Other uses, including light industrial uses, are not to exceed an average density of 100 people per acre and a single acre density of 250 people.

3.5.8 Hydrology and Water Quality

No settling ponds, lagoons, surface impoundments, wetlands or natural catch basins are present on the Project Site. The Perris Valley Channel, located adjacent to the east of the Project Site, is identified as a Regulatory Floodway. The water courses around the Project Site have been identified by the Federal Emergency Management Agency (FEMA) as Zone X and Zone AE. The Project Site is shown on FEMA Flood Insurance Rate Map number 06065C1430H, effective August 18, 2014. The majority of the Project Site is situated within Zone X; however, a small portion of the Project Site is within the FEMA Zone AE flood fringe (but outside the floodway). The improvements of the Proposed Project that would be within the flood fringe would be surface parking and associated landscaping areas. The proposed building finished floor elevation would be above the FEMA's base flood elevation.

The Project Site drains generally from northwest to southeast. Runoff from the Project Site generally drains in a southeasterly direction in a sheet flow manner toward Murrieta Road (to be vacated) and a vacant parcel (APN 300-170-001). Runoff continues to drain in an easterly direction and eventually discharges into the existing Perris Valley Storm Drain Channel.

3.5.9 Noise

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

The mix of vehicles also directly affects noise levels (e.g., noise along a truck route would typically be higher than noise levels along a comparable route that did not allow trucks). Street grades can also make a difference since vehicles, and trucks in particular, make more noise when climbing grades, compared to travel along a relatively flat road surface, as the engines work harder (and louder) to propel the vehicle uphill.

The Project Site is bordered by Wilson Avenue to the west, vacant land and industrial uses to the north, vacant land and a drainage channel to the east, and Placentia Avenue to the south of the Project Site.

The State of California defines sensitive receptors as those land uses that require serenity or are otherwise adversely affected by noise events or conditions. Schools, libraries, churches, hospitals, single and multiple family residential, including transient lodging, motels and hotel uses make up the majority of these areas.

Existing sensitive land uses that may be affected by project noise include single-family residential land uses located approximately 50 feet to the south (across Placentia Avenue), 495 feet to the east/northeast (across drainage channel), 340 feet to the northwest (across Wilson Avenue), and 695 feet to the west (along Redlands Avenue) of the Project Site.

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

3.5.10 Public Infrastructure and Services

Potable water for the Proposed Project and wastewater disposal services would be provided by the Eastern Municipal Water District (EMWD). Wastewater generated by the Proposed Project would be treated by the EMWD treatment plant approximately 2 miles southeast of the Project Site.

Electrical service to the Proposed Project would be provided by Southern California Edison, and natural gas would be provided by SoCalGas. Telecommunications would be provided by Verizon or another local provider. Trash, recycling, and green waste services within the City are provided by CR&R Environmental Services.

The California Department of Forestry and Fire Protection (CAL FIRE), under contract with Riverside County and operating as the Riverside County Fire Department (RCFD), provides fire prevention and suppression to the City of Perris. RCFD Station No. 1 located at 210 W. San Jacinto Avenue and RCFD Station No. 90 at 333 Placentia Avenue exclusively serve the City of Perris. RCFD Station No. 1 is approximately 3.5 miles roadway miles southwest of the Project Site. RCFD Station No. 90 is approximately 0.4 miles roadway miles west of the Project Site. Other RCFD stations respond to emergency service calls in the City on an as-needed basis.

The City of Perris contracts with the Riverside County Sheriff's Office for the provision of municipal police services in the City. The Perris Police Station is located at 137 N. Perris Boulevard and is located approximately 3.5 roadway miles southwest of the Project Site. Sheriff response times vary by time of day and priority of the call. Typical operational police protection services involved with the proposed industrial and retail uses include after-hours patrol, crime and traffic accident/collision responses, and calls for service.

The Project Site is located within the Val Verde Unified School District (VVUSD), which covers 67 square miles in Riverside County, and is comprised of 22 schools serving pre-kindergarten through 12th grade (VVUSD 2023). The Project Site is within the service area for the following schools: May Ranch Elementary School, Vista Verde Middle School, Rancho Verde High School, and Val Verde High School.

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

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

Chapter 6, Other CEQA Considerations; Section 4.12, Transportation; and Section 4.14, Utilities and Service Systems, include further discussion on public infrastructure and services.

3.5.11 Transportation

Two state highways traverse the City of Perris: Interstate 215 and Highway 74. Both highways are owned and maintained by the California Department of Transportation (Caltrans). Interstate 215 (I-215) runs north to south through the City of Perris and is designated as a freeway. The freeway is 4 lanes south of Redlands Avenue and 6 lanes north of Redlands Avenue. State Route 74 generally runs east-west through the City, connecting Southeastern Perris with the downtown area and the I-215. Between Case Road and 4th Street, State Route 74 and I-215 are the same

roadway. SR 74 is 4 lanes from I-215 west through downtown Perris and is 2 lanes west of Navajo Road and east of I-215.

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

Existing truck routes in the Project vicinity are shown on Figure 2-5, Truck Routes Map. There are currently designated truck routes along Redlands Avenue north of Rider Street.

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Chapter 4 Environmental Analysis

Sections 4.1 through 4.14 in this chapter contain a discussion of the potential environmental effects from implementation of The Cubes at Placentia Industrial Project (Proposed Project or Project), including the current environmental setting, regulatory setting, method of analysis, thresholds of significance, impacts (including cumulative), and mitigation measures.

Scope of the Environmental Impacts Analysis

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

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

Format of the Environmental Impact Analysis

The following subsections compose each of the 14 environmental issue area sections in Sections 4.1 through 4.14 of this Environmental Impact Report (EIR).

Environmental Setting

This subsection describes the current environmental setting of each environmental issue area. According to Section 15125 of the CEQA Guidelines, an EIR must include a description of the existing physical environmental conditions in the Proposed Project vicinity to provide the “baseline conditions” against which project-related impacts are compared. Normally, the baseline conditions are the physical conditions that exist when the Notice of Preparation of a Draft EIR is published. The Notice of Preparation for the Proposed Project was published on December 1, 2023, and the baseline conditions contained in this EIR are generally taken from this time period. However, the CEQA Guidelines and applicable case law recognize that the date for establishing an environmental baseline cannot always be rigid. Physical environmental conditions may vary over a range of time periods; thus, the use of environmental baselines that differ from the publication date of the Notice of Preparation is reasonable and appropriate when conducting the environmental analyses. Some sections rely on a variety of data to establish an applicable baseline. For example, in Sections 4.2, Air Quality; 4.3, Biological Resources; 4.4, Cultural Resources; 4.12, Transportation; and 4.13, Tribal Cultural Resources, available data were

months and sometimes several years old. Therefore, projections regarding how those conditions might have changed were incorporated into the EIR sections and corresponding technical reports.

Regulatory Setting

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

Thresholds of Significance

Section 15126.2 of the CEQA Guidelines requires that an EIR “identify and focus on the significant environmental effects of the Proposed Project.” “Effects” and “impacts” mean the same under CEQA and are used interchangeably in this EIR. A “significant effect” or “significant impact” on the environment is “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project” (CEQA Guidelines Section 15382).

In determining if an impact is “significant,” Section 15064.7 of the CEQA Guidelines encourages each public agency to develop and publish thresholds of significance to use in determining the significance of an environmental impact. These thresholds may consist of identifiable quantitative, qualitative, or performance-level criteria used to determine non-compliance or compliance. Non-compliance would mean the effect would be significant, and compliance with the thresholds would mean the effect would normally be considered less than significant.

With the exception of thresholds of significance for vehicle miles traveled impacts, the City has not adopted thresholds of significance for general use. Therefore, the significance criteria used in the analysis in this EIR are derived in part from Appendix G of the CEQA Guidelines. In addition, City policies and standards, as well as thresholds adopted by other public agencies with jurisdiction over select environmental issues, are used as thresholds of significance. Also, accepted technical and scientific data are used in some instances to determine if an impact would be considered significant. An effort has been made to use generally accepted thresholds to determine significance. These thresholds are used in analyzing the potential environmental impacts of the Proposed Project.

Project Design Features

Project Design Features are specific design elements incorporated into the Proposed Project or standard procedures that would be included in the Proposed Project’s contractor specifications and final plans which are implemented in accordance with City protocol to prevent the occurrence of, or reduce the significance of, potential environmental effects. Not all environmental topics are addressed by Project Design Features. Since Project Design Features have been incorporated into the Proposed Project, they do not constitute mitigation measures as defined by CEQA. The Project

Design Features or their applicable equivalents may be included as Conditions of Approval for the Proposed Project.

Regulatory Requirements

There are local, state, and federal regulations, laws, and ordinances that apply independent of CEQA review but also serve to avoid or reduce potential environmental impacts. As all public and private projects are required to comply with these regulations, as applicable, they are not listed as mitigation measures but as Regulatory Requirements. The Regulatory Requirements or their applicable equivalents would be included as Conditions of Approval for the Proposed Project.

Environmental Impacts

The analyses of environmental impacts of the Proposed Project are presented in this EIR by issue, which includes the direct and indirect, short-term and long-term, cumulative, and any unavoidable impacts from construction and operation of the Proposed Project, with consideration for impacts that would occur on and off site.

The thresholds of significance (discussed above) provide the basis for distinguishing between impacts that are determined to be significant (i.e., the impact exceeds the threshold of significance) and those that are considered to be less than significant. The analysis is structured to address each threshold while considering the residual impact after implementing the Project Design Features and after compliance with the Regulatory Requirements.

Where the analysis of a potential effect concludes that the effect is too speculative or subjective for evaluation, that conclusion is noted and the discussion of that effect is ended. Where the analysis determines that a potential effect may (without undue speculation) occur, but is beneficial, that conclusion is noted. Where the analysis indicates that a potential effect is not significant or not adverse with compliance with Project Design Features and Regulatory Requirements, that conclusion is also noted.

Where the impact analysis determines that a potential effect may (without undue speculation) occur and is found to have a substantial or potentially substantial and adverse impact on existing physical conditions on the site or in the surrounding area, and that the impact would remain significant even after compliance with Project Design Features and Regulatory Requirements, that conclusion is noted. A discussion of the needed mitigation is then provided, along with a summary of the analysis for each threshold.

Cumulative Impacts

While the extent of environmental changes that would occur with the Proposed Project may not be significant, the sum of the impacts of the Proposed Project and other projects that are proposed, planned, or under construction in the surrounding area may be cumulatively considerable, as

defined in Section 15065(a)(3) of the CEQA Guidelines. The Cumulative Impact Methodology section below, contains a discussion of the overall methods used to determine the scope of cumulative projects considered in the cumulative impact analysis.

Level of Significance Before Mitigation

The level of significance of the identified impacts after incorporation of the Project Design Features and compliance with the Regulatory Requirements is listed. It identifies if an impact requires mitigation measures upon implementation of the Project Design Features and Regulatory Requirements.

Mitigation Measures

Where a potentially significant adverse environmental effect has been identified and is not reduced to a level considered less than significant through compliance with the Project Design Features and Regulatory Requirements, mitigation measures have been provided.

Level of Significance After Mitigation

The level of significance of the identified impacts after incorporation of the Project Design Features, compliance with the Regulatory Requirements, and implementation of the mitigation measures is stated at the end of each environmental issue. Unavoidable significant adverse impacts, if any, are effects that cannot be mitigated or that remain significant even after mitigation.

References

Technical studies, analyses, reports, plans, and other sources that have been used in the preparation of the environmental analysis for each issue area are listed in this section.

Cumulative Impact Methodology

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

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

- (a) The individual effects may be changes resulting from a single project or a number of separate projects.

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

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

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

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

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

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

This EIR uses the first approach. Existing development is included as part of the existing environmental baseline when evaluating project impacts and is not included in Table 4-1, Cumulative Projects. Active projects within approximately one mile of the Proposed Project Site

are listed in Table 4-1. Collectively, those cumulative projects are in various stages of development, including the planning phase, design stage, or construction phase.

Table 4-1. Cumulative Projects

No.	Name/Applicant	Description	Quantity	Units
1	LCI Wilson	Warehousing	83.910	TSF
2	Redlands Avenue West	High-Cube Warehouse	334.447	TSF
3	Redlands Avenue East	High-Cube Warehouse	254.511	TSF
4	Stratford Ranch	Single-Family Residential	270	DU
5	McKay Indus	High-Cube Warehouse	232.000	TSF
6	Expressway Industrial	High-Cube Warehouse	347.000	TSF
7	Patriot Industrial	High-Cube Warehouse	286.000	TSF
8	First Sinclair	High-Cube Warehouse	423.000	TSF
9	Puliam Industrial	Light Industrial	16.000	TSF
10	Burge Industrial 1	Light Industrial	18.000	TSF
11	Burge Industrial 2	Light Industrial	43.354	TSF
12	Calvio Industrial 1 & 2	Light Industrial	73.000	TSF
13	7-Eleven Auto Carwash	Super Convenience Market	4.100	TSF
14	Rider 2 & 4	High-Cube Warehouse	1,353.586	TSF
15	Chartwell Industrial	Warehousing	141.000	TSF
16	First Industrial (Goodwin)	High-Cube Warehouse	338.000	TSF
17	Wilson Industrial 2	Warehousing	155.000	TSF
18	First Industrial (Wilson)	Warehousing	185.000	TSF
19	May Ranch	Multi-Family Residential	308	DU
20	Gas Station, Car Wash, & Hotel	Hotel Commercial Retail	12.000 10.000	TSF TSF
21	Redlands Industrial	Warehousing	121.100	TSF
22	Nova Homes	PDO	76	DU
23	Mosque	Mosque	12.000	TSF
24	Habits & QSR	Commercial	8.000	TSF
25	Tommy's Carwash & QSR	Commercial	8.500	TSF
26	Walmart Fueling	Commercial	0.440	TSF
27	Citrus Court	PDO	111	DU

Sources: Ganddini 2024.

Notes: DU = Dwelling Units; PDO = Planned District Ordinance; TSF = Thousand Square Feet

Conclusion

This subsection summarizes if each of the Proposed Project’s significant environmental effects discussed and analyzed in the impact analysis has or has not been reduced to below a level of significance through mitigation. This subsection includes a discussion supported by a synopsis of

the rationale for the conclusion. Finally, this subsection also discusses why an impact could not be mitigated or otherwise reduced to a less than significant level.

4.1 Aesthetics

This section evaluates the potential impacts on aesthetics resulting from implementation of The Cubes at Placentia Industrial Project (Proposed Project or Project).

This section describes the existing aesthetic condition of the Project Site and surrounding area. It also analyzes the visual character of the Proposed Project (such as building design and architecture, landscaping, and light and glare generation) and consistency with development Standards and Guidelines as outlined in the Perris Valley Commerce Center Specific Plan (PVCCSP). Descriptions of existing visual characteristics, both on site and in the vicinity of the Project Site, are provided to assess the changes in visual character resulting from the Proposed Project. Information presented in this section is primarily based on the analyses of architectural renderings, reconnaissance, and Project design information prepared for the Proposed Project application and included in Chapter 2, Project Description, of this Environmental Impact Report (EIR).

No comments were received in response to the Notice of Preparation regarding aesthetics. However, at the December 19, 2023, Draft EIR public scoping meeting, there were comments with regard to lighting, aesthetics, landscaping, and requests for visualizations and renderings for the Proposed Project.

4.1.1 Environmental Setting

4.1.1.1 Regulatory Setting

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

Federal

No federal regulations apply to aesthetics.

State

California Scenic Highway Program

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

Protection Program, which includes ordinances and planning policies required by jurisdictions to maintain lands visible from the designated scenic highways (Caltrans 2008).

Local

County of Riverside Ordinance No. 655

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

City of Perris Comprehensive General Plan 2030

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

City of Perris Open Space Element

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

Perris Municipal Code

The Perris Municipal Code contains provisions relevant to aesthetics/visual character, landscaping, and lighting.

Section 19.02.130 – Landscaping

- b. Commercial and industrial uses.
 1. All buildings and structures, including parking structures, shall have five feet of landscape areas and irrigation systems around their perimeter. If an opaque wall or fence at least five feet in height is installed either along the side yard area beyond the depth of the required front yard or the rear yard, no perimeter landscaping is

required. A combination of soft and hard materials may be installed, provided the use of such materials form a cohesive, attractive, and functional design.

2. All buildings and structures, including parking structures, shall have landscape areas and irrigation systems in the front yard areas and those side yard areas which front on the public right-of-way or are adjacent to required parking areas.
3. All landscape areas, including the parking area, shall incorporate the theme utilized for the public right-of-way. A combination of soft and hard landscape material may be installed, provided the use of such materials will form a cohesive, attractive, and functional design. Such design is to be integrated with and, if appropriate, physically connected to the landscaping area provided in subsection (b)(1) of this section.

Section 19.02.110 – Lighting

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

4.1.1.2 Existing Conditions

Project Site Visual Setting

The Project Site consists of vacant, undeveloped land with low-lying vegetation, and does not contain any scenic aspects. The Project Site was previously used as agricultural land. Based on historical research and interviews, the subject property was undeveloped land in 1901. By 1938, it appears that the subject property and adjacent properties were agriculturally developed. From 1938 to 2021, the subject property was agriculturally developed or vacant land. From 1953 to at least 1979, a small structure was located adjacent to the southwest boundary, along Placentia Avenue. The Project Site is relatively level, with no areas of topographic relief.

Scenic Vistas and Resources

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

State Scenic Highways

The California Scenic Highway Program, maintained by Caltrans, protects scenic state highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Suitability for designation as a state scenic highway is based on vividness, intactness, and unity. There are no designated state scenic highways within the City of Perris.

Light and Glare

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

4.1.2 Thresholds of Significance

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

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

4.1.3 Regulatory Requirements

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

4.1.4 Environmental Impacts

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to aesthetics/visual character and lighting. These Standards and Guidelines summarized below are incorporated as part of the Proposed Project and are assumed in the analysis presented in this section. The Proposed Project is required to comply with these Standards and Guidelines. The chapters/section numbers provided correspond to the PVCCSP chapters/sections.

4.0 On-Site Design Standards and Guidelines

4.1 Perris Valley Commerce Center On-Site Development Standards

To ensure the orderly, consistent, and sensible development of the PVCCSP, land use standards and design criteria have been created for each land use category, and are summarized in Table 4.0-1, Development Standards by Land Use, of the PVCCSP. A summary of the standards applicable to aesthetics for industrial projects within the PVCCSP area is provided below.

4.2 On-Site Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines

- Uses and Standards Shall Be Developed in Accordance with the Specific Plan
- Uses and Standards Shall Be Developed in Accordance with City of Perris Codes
- Development Shall Be Consistent with the Perris Valley Commerce Center Specific Plan
- No Changes to Development Procedures Except as Outlined in the Specific Plan
- Visual Overlay Zones

4.2.2 Site Layout for Commerce Zones

- 4.2.2.1 Building Orientation/Placement: Building Frontages/Entrances; Distinct Visual Link; Create Diversity and Sense of Community; and Utilize Building for Screening
- 4.2.2.4 Parking and Loading: Screening Parking Lot
- 4.2.2.5 Screening: Screen Loading Docks; Screening Methods; Screen Outdoor Storage Areas; Work Areas, etc.
- 4.2.2.6 Outdoor Storage: No Outdoor Storage Permitted Other Than as Specified
- 4.2.2.7 Water Quality Site Design: Best Management Practice (BMP) Features in “Visibility Zone”

4.2.3 Architecture

- 4.2.3.1 Scale, Massing and Building Relief: Scaling in Relationship to Neighboring Structures; Variation in Plane and Form; Project Identity; Do Not Rely on Landscaping;

Distinct Visual Link; Break Up Tall Structures; Avoid Monotony; Avoid Long, Monotonous and Unbroken Building Facades; Provide Vertical or Horizontal Offsets; and Fenestration

- 4.2.3.2 Architectural Elevations and Details: Primary Building Entries; Elements of a Building; Large Sites with Multiple Buildings; Discernible Base, Body and Cap; Visual Relief; and, Building Relief
- 4.2.3.3 Roofs and Parapets: Integral Part of the Building Design; Overall Mass; Varied Roof Lines; Form and Materials; Avoid Monotony; Variation in Parapet Height; Flat Roof and Parapets; and Conceal Roof Mounted Equipment
- 4.2.3.5 Color and Materials: Facades; Building Trim and Accent Areas; Metal Siding; and High Quality Natural Materials

4.2.4 Lighting

- 4.2.4.1 General Lighting: Safety and Security; Lighting Fixtures Shield; Foot-candle Requirements Sidewalks/Building Entrances; and Outdoor Lighting
- 4.2.4.2 Decorative Lighting Standards: Decorative Lights; Complimentary Lighting Fixtures; Monumentation Lighting; Compatible with Architecture; Up-Lighting; Down- Lighting; Accent Lighting; and High-Intensity Lighting
- 4.2.4.3 Parking Lot Lighting: Parking Lot Lighting Required; Foot-candle Requirements Parking Lot; Avoid Conflict with Tree Planting Locations; Pole Footings; and Front of Buildings and Along Main Drive Aisle

4.2.5 Signage Program

- 4.2.5.1 Sign Program: Multiple Buildings and/or Tenants; Major Roadway Zones/Freeway Corridor; Location; Direct On-site Traffic Circulation; Monument Signs; Address Identification Signage; Neon Signage; and Prohibited Signs

4.2.6 Walls/Fences

- Specific Purpose
- Materials
- Avoid Long Expanses of Monotone Fence/Wall Surfaces
- Most Walls Not Permitted within Street Side Landscaping Setback
- Height
- Gates Visible from Public Areas
- Prohibited Materials

4.2.7 Utilities

- Pad-mounted Transformers and Meter Box Locations
- Electrical, Telephone, CATV and Similar Service Wires and Cables
- Electrical Transmission Lines

- All Equipment Shall be Internalized

4.2.9 Visual Overlay Zone Development Standards and Guidelines

- **4.2.9.1 Freeway Corridor Visual Zone:** Orientation, Architectural Enhancements, Rear Building Elevations, Outdoor Storage, Screening, Anti-Graffiti Protection, Signage, Lighting, Window, Wall/Fences, Billboards, Line of Sight Study
- **4.2.9.2 Major Roadway Visual Zones:** Quality Architectural Presence; Full-Building Articulation and Enhancement; Integrated Screenwall Designs; Enhanced Landscape Setback Areas; Enhanced Entry Treatment; Entry Point; Screening, Loading and Service Areas; Limit or Eliminate Landscaping Along Side or Rear Setbacks; Uplight Trees and Other Landscape; Landscaped Accent Along Building Foundation; Heavily Landscape Parking Lot; and Limited Parking Fields

6.0 Landscape Standards and Guidelines

6.1 On-Site Landscape General Requirements

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

6.1.1 On-Site Landscape Screening

- Plant Screening Maturity
- Screenwall Painting
- Trash Enclosures

6.1.2. Landscape in Parking Lots

- Minimum 50 percent Shade Coverage
- Planter Islands
- Parking Lot Screening
- One Tree per Six Parking Spaces
- Concrete Curbs, Mow Strips or Combination
- Planter Rows Between Opposing Parking Stalls or Diamond Planters
- Pedestrian Linkages

6.1.3 On-Site Plant Palette**6.2 Off-Site Landscape General Requirements****6.2.1 Streetscape Landscape**

- Secondary Arterial (with Striped Median)

8.0 Industrial Design Standards and Guidelines**8.2 Industrial Development Standards and Guidelines****8.2.1 Industrial Site Layout**

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

8.2.2 Landscape

- No Landscape in Screened Truck Courts

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

- Lighting Plans

The PVCCSP EIR does not include mitigation measures relevant to the analysis of aesthetics impacts; however, it does include mitigation measures to address potential hazards to March Air Reserve Base/Inland Port Airport (March ARB/IPA) operations that are also relevant to the analysis of light and glare impacts. These mitigation measures are incorporated as part of the Proposed Project and assumed in the analysis presented in this section. These mitigation measures will be included in the Mitigation Monitoring and Reporting Program for the Proposed Project.

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

MM Haz 5 The following uses shall be prohibited:

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

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- (e) All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

4.1.4.1 Threshold AE-1: Scenic Vistas

Impact Analysis

The PVCCSP EIR Initial Study (Section 13, Aesthetics) concluded that the Perris Valley Commerce Center (PVCC) area is not located within a scenic vista, nor will the development under the PVCCSP, including the change in land uses, have an adverse effect on a scenic vista. Further, the PVCCSP EIR Initial Study concludes that the PVCCSP restricts building heights and includes architectural design and landscape guidelines that will meet the City’s development standards, further reducing the potential for visual impacts (City of Perris 2009).

Scenic vistas are generally defined as the view of an area that is visually or aesthetically pleasing. Development projects may potentially impact scenic vistas in two ways: (1) directly diminishing the scenic quality of the vista or (2) blocking the view corridors or “vistas” of scenic resources. The City is located on a flat broad basin. From various vantage points within the City, there are views of Lake Perris Dam to the northeast; the Bernasconi Hills to the east; Gavilan Hills and the Motte-Rimrock Reserve to the west; and March ARB/IPA to the north. Development projects can potentially impact scenic vistas in two ways: (1) directly diminishing the scenic quality of the vista, or (2) by blocking the view corridors or “vistas” of scenic resources. The City of Perris is located within the Perris Valley, and the terrain is generally flat. According to the City of Perris General Plan EIR (Section 6.1, Aesthetics) (City of Perris 2005):

. . . [B]ecause the bulk of developable land within the City of Perris is located on the flat, broad basin, virtually all future building construction consistent with land use and development standards set forth in [the General Plan] will obstruct views to the foothills from at least some vantage points. The criterion, however, relates to a scenic vista more narrowly defined as a view through an opening, between a row of buildings or trees, or at the end of a vehicular right-of-way. To this end, the east–west and north–south oriented

roadway network and streetscapes that define them will frame and preserve scenic vistas from public rights-of-way to the distant horizons and foothills. Owing to the flatness of the basin, the view corridors extend for miles along current and planned roadways preserving scenic vistas from the broad basin to the surrounding foothills.

As previously described, the Project Site is vacant and undeveloped. The Project Site is relatively flat and is located within the PVCC area, which was identified in the PVCCSP EIR Initial Study as not being within a scenic vista. Further, the PVCCSP EIR Initial Study concluded that development allowed by the PVCCSP would not adversely impact a scenic vista.

The Proposed Project would be developed in compliance with the Standards and Guidelines summarized above and identified in the PVCCSP to address visual character. The Proposed Project involves the construction and operation of a 573,265-square-foot concrete tilt-up warehouse building with a 5,000-square-foot mezzanine, for a total building area of 578,265 square feet, as shown in Figures 4.1-2 through 4.1-4. This use is consistent with the Light Industrial land use designation and with the PVCCSP's anticipated industrial land uses for the surrounding areas. Furthermore, the surrounding roadway network has been established and therefore is preserving the view corridors. Additionally, the Proposed Project would comply with Table 4.0-1 of the PVCCSP. Landscaping would be provided along the entire site perimeter of the Project Site totaling 154,728 square feet, except for the boundary along the storm channel dedication area at the northeast corner. The Proposed Project would provide 170,049 square feet of landscaped area, covering 14.32 percent of the Project Site where a minimum of 12 percent is required. On-site exterior lighting would be provided throughout the warehouse and Project Site as required for security and wayfinding. The building would have a maximum height of 50 feet where 50 feet is allowed. The lot coverage would be 48.28 percent where a maximum of 50 percent is allowed, and the floor area ratio would be 0.4870, where 0.75 is allowed.

As previously indicated, the Project Site is not located within a scenic vista and would not block view of a scenic vista. Therefore, based on the foregoing analysis, the implementation of the Proposed Project would not result in a substantial adverse effect on a scenic vista. Potential Project impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.1.4.2 Threshold AE-2: Scenic Resources Within a State Scenic Highway

Impact Analysis

Caltrans states that a highway may be designated as scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to

which development intrudes upon the traveler’s enjoyment of the view. The PVCCSP EIR Initial Study (Section 13) concluded that no specific scenic resources such as trees, rock outcroppings, or unique features exist within the PVCCSP boundaries, which includes the Project Site, and that the PVCC area is not located within a state scenic highway corridor (City of Perris 2009). Consistent with the findings in the PVCCSP EIR Initial Study, the Project Site is not located within view of any state scenic highway. The nearest “Officially Designated” state scenic highway is Highway 243, located approximately 21 miles east of the PVCC area. The closest eligible highway is State Route 74 which is located approximately 3.4 miles southwest of the Project Site. Therefore, implementation of the Proposed Project would not have the potential to substantially degrade scenic resources within a state scenic highway. Thus, there would be no impact.

Significance of Impact

No Impact.

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

Impact Analysis

The PVCCSP EIR Initial Study (Section 13) identifies that the development of future projects in the PVCC area would change the visual character of the PVCC area from scattered residential, commercial, industrial, and agricultural uses to a more modern commerce and industrial center. Further, the PVCCSP EIR Initial Study concludes that projects developed in compliance with the Design Standards and Guidelines of the PVCCSP would not substantially degrade the existing visual character or quality of the area or surrounding properties, resulting in a less than significant impact for this threshold of significance (City of Perris 2009). In summary, Chapter 4.0, On-Site Design Standards and Guidelines, of the PVCCSP identifies techniques and minimum standards for achieving the level of design quality that the City desires in new development within the PVCC area and addresses site layout for commerce zones, architecture, and visual overlay zone development Standards and Guidelines. Chapter 6.0, Landscape Standards and Guidelines, outlines general on-site and off-site landscape requirements within the PVCC area. Chapter 8.0, Industrial Design Standards and Guidelines, provides guidance on industrial site layout and landscaping.

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

The visual impacts of a project include both the objective visual resource change created by the Proposed Project and the subjective viewer response to that change. Distance from a project site, frequency of view, length of view, viewer activity, viewer perception, and viewing conditions contribute to the assessment of a visual impact. The perception of different viewer groups to the

visual environment and its elements varies based on viewer activity and awareness. Activities such as commuting in traffic can distract an observer from many aspects of the visual environment. Off-site views for motorists are short lived. Conversely, pleasure driving or relaxing in a scenic environment can encourage an observer to look at the view more closely and at greater length, thereby increasing the observer's attention to detail. Sensitivity is also determined by how much the viewer has at stake in the viewshed. Typically, people who reside or own property in an area are more sensitive to change than those just passing/commuting through an area. The following analysis addresses public views and not private views, which mostly consist of travelers along Placentia Avenue and Wilson Avenue.

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

Development of the Project Site would involve the construction and operation of the following use on the currently vacant Project Site: a tilt-up warehouse building with associated truck trailer and automobile parking lots, landscaping, and infrastructure. Implementation of the Proposed Project would result in a permanent and obvious change in the visual character of the Project Site from its current condition (i.e., undeveloped land) to an urban setting with industrial warehouse uses. The Project Site would be developed in compliance with the Standards and Guidelines outlined in the PVCCSP.

The Proposed Project's construction would occur in one phase and is anticipated to begin in spring 2025 and is anticipated to be completed by summer 2026. Project-related construction activities would be temporary in nature and all construction equipment would be removed from the Project Site following completion of the Proposed Project's construction activities. Temporary construction-related changes to local visual character would not substantially degrade the visual quality or character of the area; construction activity is common throughout developing areas of the City of Perris.

As previously identified, the building would comply with applicable Standards and Guidelines outlined in the PVCCSP related to architecture and, in general, would have a modern industrial design. The proposed finishing schedule for the Proposed Project is shown on Figure 4.1-1, Materials Board. The primary form of the proposed building would be painted concrete tilt-up panels. In general, the architectural style consists of modern industrial design. The exterior color palette would be primarily whites, grays, and blues. These various architectural elements would effectively avoid monotony and repetition in building elevations. It should also be noted that rooftop equipment would be screened behind the parapet and would not be visible from adjacent streets.

Associated landscaping and sidewalks can be shown on Figure 2-6, Landscape Plan. The Project Site would be surrounded by an 8-foot-high tube steel fencing with 24-inch square block pilasters at 50 feet on center separation along the north and east property line and a 14-foot-high concrete tilt-up screen wall along the south property line. A 14-foot-high concrete painted screen wall would be provided along the Project Site to the existing drainage channel at the northwest corner. Landscaping would be provided along the entire Project Site perimeter of the Project Site totaling 154,728 square feet, except for the boundary along the storm channel dedication area at the northeast corner. The Proposed Project would provide 170,049 square feet of landscaped area, covering 14.32 percent of the Project Site. On-Project Site exterior lighting would be provided throughout the warehouse and Project Site as required for security and wayfinding.

The Proposed Project would enhance the visual character of the existing Project Site as it would involve improvements to adjacent roadways, consistent with the PVCCSP and the City of Perris General Plan. Additionally, the Proposed Project would include associated hardscape and landscape improvements as previously indicated.

In summary, although the visual character of the Project Site would change, the Proposed Project would be designed and constructed in compliance with applicable Standards and Guidelines outlined in the PVCCSP and would result in the development of the Project Site in a manner using architectural elements, landscaping, and Project design. The streetscapes and screening adjacent to the Project Site would be the primary visual focal point for motorists traveling along Wilson Avenue and Placentia Avenue. Therefore, the development of the proposed building and associated Project features would not degrade the visual character or quality of public views of the Project Site and its surroundings. Potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.1.4.4 Threshold AE-4: Light and Glare

Impact Analysis

The PVCCSP EIR Initial Study (Section 13) concluded that development of the PVCCSP land uses would introduce new sources of nighttime light and glare into the area from street lighting and from outdoor lighting from the planned uses, but that compliance with applicable lighting regulations and use of lighting shield and other design features on light fixtures within the PVCC area would ensure that impacts associated with light and glare are less than significant (City of Perris 2009).

As previously identified, the Project Site is currently undeveloped. The temporary construction trailers include exterior lighting for security purposes. Existing sources of lighting in the

immediate surrounding area primarily include exterior lighting associated with existing development, and streetlights along Wilson Avenue and Placentia Avenue. Development to the south of the Project Site consists of residential development that are not constructed with materials known to cause substantial glare. There are no existing buildings or other human-made features on or near the Project Site that are constructed of materials that cause substantial glare.

It should be noted that, to prevent conflicts with aircraft operations at March ARB/IPA, all lighting and building materials installed as part of the Proposed Project would comply with the requirements outlined in PVCCSP EIR mitigation measures (MM) Haz 3 and MM Haz 5 (identified above), which are incorporated into the Proposed Project. In summary, light fixtures are required to be hooded or shielded to prevent either the light spillover or reflection into the sky, and lights that direct a steady light or flashing light or cause sunlight to be reflected toward an aircraft during takeoff or final approach for landing are prohibited.

Light

Construction-Related

Project-related construction activities would comply with applicable provisions of the Perris Municipal Code. Notably, Section 7.34.060 (Construction Noise) of the Perris Municipal Code states that “[I]t is unlawful for any person between the hours of 7 p.m. of any day and 7 a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise.” Additionally, nighttime lighting of construction staging areas would be needed to provide security for construction equipment and construction materials. This type of temporary lighting is often unshielded and may shine onto adjacent properties and roadways. The Proposed Project would implement Project-specific mitigation measure MM AES-1, which requires that temporary nighttime lighting installed for security purposes be downward facing and hooded or shielded to prevent security lighting from spilling outside the staging area or from directly broadcasting security lighting into the sky or onto adjacent residential properties. With the implementation of Project-specific mitigation measure MM AES-1, this potential impact would be reduced to a less than significant level.

Operational-Related

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

All development in the PVCC area, which includes light generated from the planned retail and industrial uses, is required to adhere to lighting requirements contained in the PVCCSP. The PVCCSP requires compliance with Riverside County Ordinance No. 655 and Perris Municipal Code Section 19.02.110. As previously indicated, through its Ordinance No. 655, the County of Riverside has established two nighttime lighting zones that create a radius around the Mount Palomar Observatory. While not located in unincorporated Riverside County, astronomical observations at the Mount Palomar Observatory would be affected by cumulative increases in lighting sources. The nighttime lighting zones were created to ensure that the astronomical observations at the Mount Palomar Observatory would not be affected by light pollution coming from urban development. Zone A encompasses a 15-mile radius centered on the Mount Palomar Observatory, while Zone B encompasses a larger area with a 45-mile radius and extends from the outer limit of Zone A to the end of the 45-mile radius area. Since the Mount Palomar Observatory is located approximately 40 miles southeast of the Project Site, the Project Site is located within Zone B of the Mount Palomar Nighttime Lighting Policy Area. Riverside County Ordinance No. 655 restricts the permitted use of certain light fixtures emitting undesirable light rays into the night sky, which may have a detrimental effect on astronomical observation and research at the Mt. Palomar Observatory. As stated in Section 5(A) of Riverside County Ordinance No. 655, “low-pressure sodium lamps are the preferred illuminating source” in the Mount Palomar Nighttime Lighting Policy Area. Other types of lighting systems are permitted in parking areas if they do not exceed 4,050 lumens. Lighting “allowed” under Riverside County Ordinance No. 655 must be fully shielded and focused to avoid spill light into the night sky and onto adjacent properties (Riverside County 1988).

The Proposed Project would be required to comply with lighting requirements outlined in Section 4.2.4, Lighting, of the PVCCSP, which identifies that any illumination, including security lighting, shall use full-cutoff lighting fixtures that are directed away from adjoining properties and the public right-of-way. The PVCCSP also requires that parking area lighting associated with the Proposed Project be designed pursuant to Perris Municipal Code Section 19.02.110, which includes requirements for installation of energy-efficient lighting as well as shielding of parking lot lights to minimize spillover onto adjacent properties and right-of-way.

These lighting requirements are uniformly applied to all development in the PVCC area. As such, adherence to these lighting requirements would be mandatory and enforceable through the review and approval of the Proposed Project plans. Adherence to the PVCCSP would ensure that the Proposed Project’s lighting would not significantly affect adjacent uses. Therefore, potential operational lighting impacts would be less than significant and no mitigation would be required.

Glare

Glare is caused by light reflections from the pavement, vehicles, and building materials such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on the

intensity and direction of sunlight. Glare can create hazards to motorists and can be a nuisance for pedestrians and other viewers.

The PVCCSP Standards and Guidelines related to colors and materials (Section 4.2.3.5) encourage the use of low-reflectance facades and prohibits metal siding where visible from the public. Allowed building materials generally include wood, brick, native stone, and tinted/textured concrete. Further, as identified in Section 12.1.3, Compatibility with March ARB/IPA ALUCP, of the PVCCSP, any use that would cause sunlight to be reflected toward an aircraft engaged in a climb following takeoff or descent toward a landing at an airport is prohibited. As previously indicated, the proposed building would be constructed with painted concrete tilt-up panels. Compliance with the requirements of the PVCCSP related to building materials would ensure that glare does not create a nuisance to on- and off-Project Site viewers of the Project Site. The Proposed Project would also comply with Perris Municipal Code Section 19.44.070 in that all lighting fixtures would be fully shielded with cut-off fixtures so that there is not glare emitted onto adjacent properties or above the lowest part of the fixture.

The Proposed Project would not create a new source of substantial glare. This potential impact would be less than significant and no mitigation is required.

Significance of Impact

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

4.1.5 Cumulative Impacts

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

4.1.5.1 Cumulative Threshold AE-1: Scenic Vistas

As identified in the analysis presented under Threshold 1, the Proposed Project would not adversely affect any scenic vista. As previously noted, the PVCC area, which includes the Project Site, is not located within a scenic vista. The City of Perris General Plan EIR acknowledges that east–west and north–south roads and streetscapes preserve scenic vistas in developed areas.

Cumulative development projects would continue to result in the conversion of land that is currently undeveloped to more urbanized uses. However, these have been anticipated in the City of Perris General Plan and approved Specific Plans. Cumulative projects in the same viewshed as the Proposed Project would be considered to result in a cumulative aesthetic impact. If the projects were not near each other, the viewer would not perceive them in the same scene, and they would not result in a cumulative change in the visual character. Because the Project Site and surrounding undeveloped areas to the west, north, and east, are within the PVCC, future development—which would contribute to a cumulative visual change along with the Proposed Project—would be

required to comply with the Standards and Guidelines identified in the PVCCSP, and with other applicable City regulations. The PVCCSP EIR concludes that development of the land uses identified in the PVCCSP in compliance with the established Standards and Guidelines for the respective uses, would not result in cumulative aesthetic impacts. Since Project impacts would be less than significant, the Proposed Project would result in a less than significant cumulative impact to scenic vistas.

4.1.5.2 Cumulative Threshold AE-2: Scenic Resources

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

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

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

4.1.5.4 Cumulative Threshold AE-4: Light and Glare

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

4.1.6 Level of Significance Before Mitigation

4.1.6.1 Threshold AE-1: Scenic Vistas

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

4.1.6.2 Threshold AE-2: Scenic Resources

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

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

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

4.1.6.4 Threshold AE-4: Light and Glare

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

4.1.7 Mitigation Measures

Threshold AE-4

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

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

MM Haz 5 The following uses shall be prohibited:

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

an FAA-approved navigational signal light or visual approach slope indicator.

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

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

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

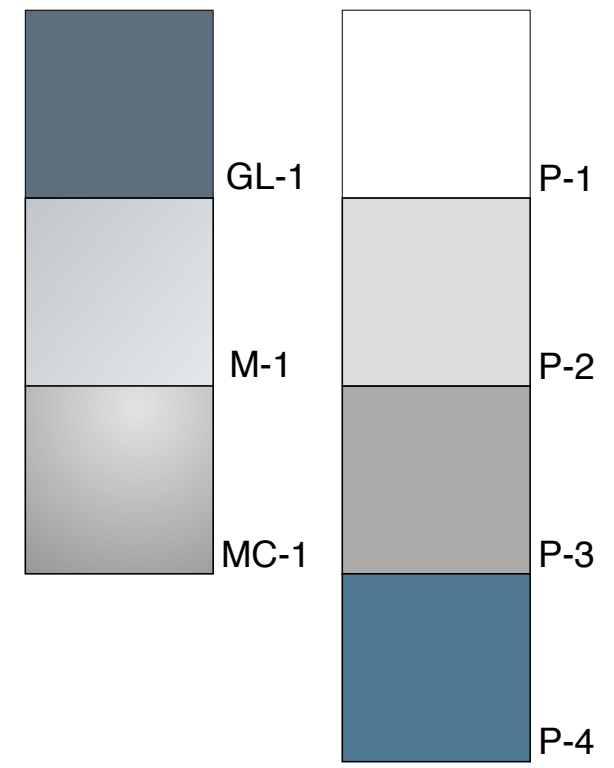
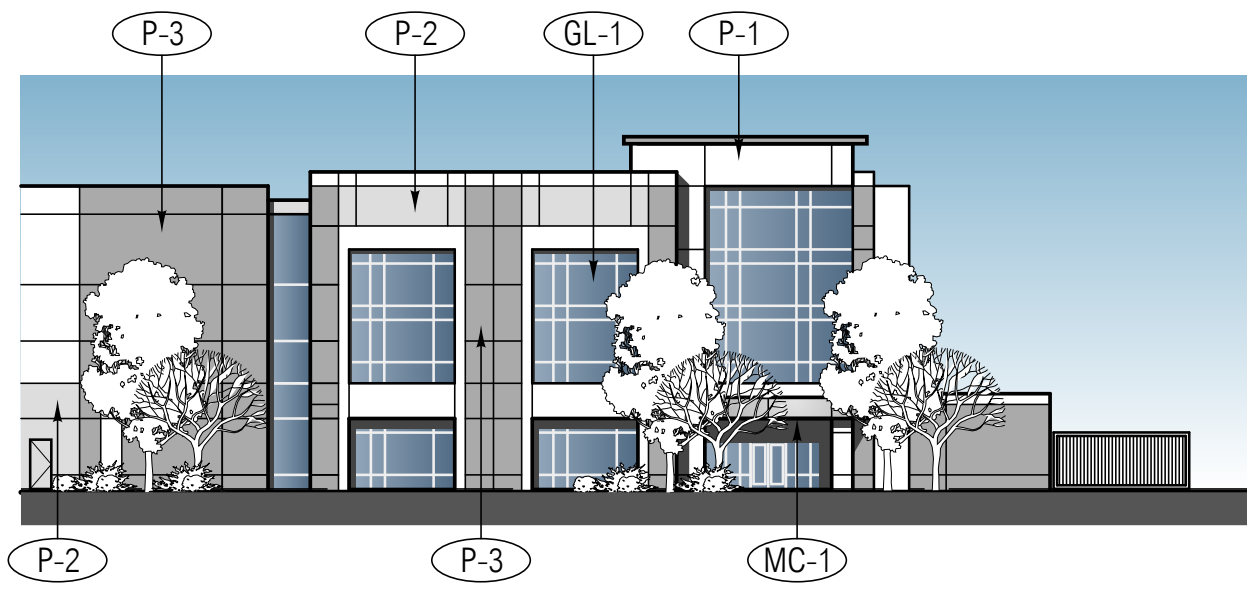
(e) All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

4.1.8 Level of Significance After Mitigation

4.1.8.1 Threshold AE-4: Light and Glare

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

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PARTIAL ENTRY ELEVATION

SCALE: NOT TO SCALE

FINISH SCHEDULE		
CODE	MATERIAL	DESCRIPTION
P-1	FIELD COLOR	COLOR: NEBULOUS WHITE - #SW 7063
P-2	MEDIUM ACCENT COLOR	COLOR: ONLINE - #SW 7072
P-3	BRICK BY BRICKSNAP	COLOR: STEELY GRAY - #SW 7664
P-4	ACCENT COLOR	COLOR: LEISURE BLUSE - #SW 6515
GL-1	GLAZING	BLUE REFLECTIVE GLAZING
M-1	MULLIONS	CLEAR ANODIZED ALUMINUM
MC-1	METAL CLAD CANOPY	ALUCOBOND; COLOR: BRUSHED STAINLESS

Source: RGA Office of Architectural Design 2023.



Harris & Associates

Figure 4.1-1
Materials Board

The Cubes at Placentia

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Source: Mike Johnson, 2025.



Harris & Associates

Figure 4.1-2

Visual Rendering View 1 Day

The Cubes at Placentia

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Source: Mike Johnson, 2025.



Harris & Associates

Figure 4.1-3

Visual Rendering View 1 Night

The Cubes at Placentia

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Source: Mike Johnson, 2025.



Harris & Associates

Figure 4.1-4

Visual Rendering View 2 Day

The Cubes at Placentia

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Source: Mike Johnson, 2025.



Harris & Associates

Figure 4.1-5
Visual Rendering View 2 Night
The Cubes at Placentia

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Source: Mike Johnson, 2025.



Harris & Associates

Figure 4.1-6

Visual Rendering View 3 Day

The Cubes at Placentia

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Source: Mike Johnson, 2025.



Harris & Associates

Figure 4.1-7

Visual Rendering View 3 Night

The Cubes at Placentia

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4.2 Air Quality

This section evaluates the potential for impacts on air quality resulting from implementation of The Cubes at Placentia Industrial Project (Proposed Project). The following sections describe the environmental setting for the Proposed Project as it relates to air quality. Information presented in this section is primarily based on the following document:

- Placentia Avenue Industrial Air Quality, Global Climate Change, Health Risk Assessment, and Energy Impact Analysis (Air Quality Impact Analysis) prepared by Ganddini Group (2024) and included in Appendix B of this Environmental Impact Report (EIR).

No comments were received in response to the Notice of Preparation regarding air quality. However, at the December 19, 2023, Draft EIR public scoping meeting, general comments regarding pollution and air quality were provided.

4.2.1 Environmental Setting

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

4.2.1.1 Regulatory Setting

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

Federal

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

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

the EPA. If an area is designated unclassified, it is because inadequate air quality data was available as a basis for a non-attainment or attainment designation.

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

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

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

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

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

Pollutant	Averaging Time	California Standards ¹	Federal Standards ²	
		Concentration ³	Primary ^{3,4}	Secondary ^{3,5}
Sulfates	24-Hour	25 µg/m ³	No Federal Standards	
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m ³)	No Federal Standards	
Vinyl Chloride ¹⁰	24-Hour	0.01 ppm (26 µg/m ³)	No Federal Standards	

Source: CARB 2016.

Notes: µg/m³ = micrograms per cubic meter; mg/m³ = milligram per cubic meter; ppb = parts per billion; ppm = parts per million

¹ California standards for O₃, CO, SO₂ (1-hour and 24-hour), NO₂, PM₁₀, PM_{2.5}, and visibility-reducing particles are values that are not to be exceeded. The standards for sulfates, lead, hydrogen sulfide, and vinyl chloride standards are not to be equaled or exceeded. The California Ambient Air Quality Standards are listed in the Table of Standards in California Code of Regulations, Title 17, Section 70200.

² National standards (other than O₃, PM, and those based on annual averages) are not to be exceeded more than once per year. The O₃ standard is attained when the fourth highest 8-hour concentration measured at each site in 1 year, averaged over 3 years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than 1. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

³ Concentration expressed first in units in which it was promulgated. Equivalent units given in parenthesis are based on a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

⁴ National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

⁵ National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

⁶ On October 1, 2015, the national 8-hour O₃ primary and secondary standards were lowered from 0.075 to 0.070 ppm.

⁷ On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ were retained as well. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

⁸ To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of ppb. California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

⁹ On June 2, 2010, a new 1-hour SO₂ standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of ppb. California standards are in units of ppm. To directly compare the 1-hour national standard to the California standard, the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

¹⁰ The California Air Resources Board (CARB) had identified lead and vinyl chloride as toxic air contaminants with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

¹¹ The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

¹² In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Table 4.2-2. South Coast Air Basin Attainment Status

Pollutant	California Standards	Federal Standards
Ozone (O ₃) (1-Hour)	Non-attainment	Non-attainment
Ozone (O ₃) (8-Hour)	Non-attainment	Non-attainment

Table 4.2-2. South Coast Air Basin Attainment Status

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

Source: South Coast AQMD 2022.

Note:

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

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

State

California Ambient Air Quality Standards

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

Toxic Air Contaminant Regulations

California regulates toxic air contaminants primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987

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

Air Quality and Land Use Handbook: A Community Health Perspective

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

Assembly Bill 617

This bill requires the state board to develop a uniform statewide system of annual reporting of emissions of criteria air pollutants and toxic air contaminants for use by certain categories of stationary sources. The bill requires those stationary sources to report their annual emissions of criteria air pollutants and toxic air contaminants, as specified. This bill required the state board, by October 1, 2018, to prepare a monitoring plan regarding technologies for monitoring criteria air pollutants and toxic air contaminants and the need for and benefits of additional community air monitoring systems, as defined. The bill requires the state board to select, based on the monitoring plan, the highest priority locations in the state for the deployment of community air monitoring systems. The bill requires an air district containing a selected location, by July 1, 2019, to deploy a system in the selected location. The bill would authorize the air district to require a stationary source that emits air pollutants in, or that materially affect, the selected location to deploy a fence-line monitoring system, as defined, or other specified real-time, on-site monitoring. The bill authorizes the state board, by January 1, 2020, and annually thereafter, to select additional locations for the deployment of the systems. The bill would require air districts that have deployed a system to provide to the state board air quality data produced by the system. By increasing the duties of air districts, this bill would impose a state-mandated local program. The bill requires the state board to publish the data on its website.

Title 24 Energy Efficiency Standards and California Green Building Standards

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

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

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

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

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

- Commissioning. For new buildings 10,000 square feet and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CALGreen Code has been adopted in Perris Municipal Code Section 16.08.050. The 2025 CALGreen Code takes effect on January 1, 2026 and the Project would be required to comply with the CALGreen Code standards that are in effect at the time that the building permits are approved.

Regional

South Coast Air Quality Management District

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

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

- Wide adoption of zero emissions technologies anywhere available.
- Low NO_x technologies where zero emissions are not feasible.
- Federal Action.
- Zero emissions technologies for residential and industrial sources such as water and space heaters in buildings and homes regionwide.
- Incentive funding in environmental justice areas.
- Prioritize benefits on the most disadvantaged communities.

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

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

South Coast AQMD CEQA Air Quality Handbook

Although the South Coast AQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout the South Coast Air Basin. Instead, this is controlled through local jurisdictions in accordance with the California Environmental Quality Act (CEQA). In order to assist local jurisdictions with air quality compliance issues, the CEQA Air Quality Handbook

prepared by the South Coast AQMD (1993) with the most current updates and found at <http://www.aqmd.gov/ceqa/hdbk.html>, was developed in accordance with the projections and programs of the AQMP. The purpose of the CEQA Air Quality Handbook is to assist lead agencies, as well as consultants, project proponents, and other interested parties in evaluating a proposed project's potential air quality impacts. Specifically, the CEQA Air Quality Handbook explains the procedures that the South Coast AQMD recommends be followed for the environmental review process required by CEQA. The CEQA Air Quality Handbook provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The South Coast AQMD is in the process of developing an updated "Air Quality Analysis Guidance Handbook" to replace the CEQA Air Quality Handbook. The 1993 CEQA Air Quality Handbook is still available but not online. In addition, there are sections of the 1993 Handbook that are obsolete. In order to assist the CEQA practitioner in conducting an air quality analysis while the new handbook is being prepared, supplemental information regarding significance thresholds and analysis, emissions factors, cumulative impacts emissions analysis, and other useful subjects, are available at the South Coast AQMD website (South Coast AQMD 2023). The CEQA Air Quality Handbook and supplemental information is used in this analysis (Appendix B).

Southern California Association of Governments

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

On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal – the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments, and the addendum to the Connect SoCal Program EIR. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal outlines more than \$638 billion in transportation system investments through 2045. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation

commissions, Tribal governments, nonprofit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

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

Local

City of Perris General Plan

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

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

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

Applicable goals and policies from the Healthy Community Element include:

- **Goal HC-6:** Healthy Environment – Support efforts of local businesses and regional agencies to improve the health of our region’s environment.
 - **Policy HC-6.1:** Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.
 - **Policy HC-6.3:** Promote measures that will be effective in reducing emissions during construction activities.

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

Applicable goals and policies from the Conservation Element include:

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

4.2.1.2 Existing Conditions

Section 4.2, Air Quality, of the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR includes a detailed discussion of the environmental setting, which includes the following topics related to air quality: setting for the Perris Valley Commerce Center (PVCC) area, physical setting of the South Coast Air Basin, regional and local climate, precipitation and temperature, winds, stationary and mobile emission sources, air pollution constituents (criteria air pollutants, toxic air contaminants, and diesel emissions), monitored air quality, and existing air emissions. The following sections focus on information that is either particularly relevant to the Proposed Project or information that is new or has been updated since the PVCCSP EIR was prepared.

Climate

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

affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

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

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

Air Pollutants and Effects

Pollutants are generally classified as either criteria air pollutants or non-criteria air pollutants. Federal ambient air quality standards have been established for criteria air pollutants, whereas no ambient standards have been established for non-criteria air pollutants. For some criteria air pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). A summary of federal and state ambient air quality standards is provided in Section 4.2.1.1, Regulatory Conditions.

Criteria Pollutants

The criteria air pollutants consist of ozone, nitrogen dioxide, carbon monoxide, sulfur dioxide, lead, and particulate matter. These pollutants can harm your health and the environment, and cause property damage. The EPA calls these pollutants “criteria” air pollutants because it regulates them

by developing human health-based and/or environmentally based criteria for setting permissible levels. The following provides descriptions of each of the criteria air pollutants.

Nitrogen Oxides

Nitrogen Oxides (NO_x) is the generic term for a group of highly reactive gases which contain nitrogen and oxygen. While most NO_x is colorless and odorless, concentrations of nitrogen dioxide (NO₂) can often be seen as a reddish-brown layer over many urban areas. NO_x forms when fuel is burned at high temperatures, as in a combustion process. The primary human-made sources of NO_x is motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel. NO_x reacts with other pollutants to form, ground-level ozone, nitrate particles, acid aerosols, as well as NO₂, which cause respiratory problems. NO_x and the pollutants formed from NO_x can be transported over long distances, following the patterns of prevailing winds. Therefore, controlling NO_x is often most effective if done from a regional perspective, rather than focusing on the nearest sources (Appendix B).

Ozone

Ozone (O₃) is not usually emitted directly into the air but at ground-level is created by a chemical reaction between NO_x and volatile organic compounds (VOC) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents as well as natural sources emit NO_x and VOC that help form ozone. Ground-level ozone is the primary constituent of smog. Sunlight and hot weather cause ground-level ozone to form with the greatest concentrations usually occurring downwind from urban areas. Ozone is subsequently considered a regional pollutant. Ground-level ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. Because NO_x and VOC are ozone precursors, the health effects associated with ozone are also indirect health effects associated with significant levels of NO_x and VOC emissions (Appendix B).

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes about 56 percent of all CO emissions nationwide. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves, gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are indoor sources of CO. The highest levels of CO in the outside air typically occur during the colder months of the year when inversion conditions are more frequent. The air pollution becomes trapped near the ground beneath a layer of warm air. CO is described as having only a local influence because it dissipates quickly. Since CO concentrations are strongly associated with motor vehicle emissions, high CO concentrations generally occur in the immediate vicinity of

roadways with high traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations (Appendix B).

CO is a public health concern because it combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. The health threat from lower levels of CO is most serious for those who suffer from heart disease such as angina, clogged arteries, or congestive heart failure. For a person with heart disease, a single exposure to CO at low levels may cause chest pain and reduce that person's ability to exercise; repeated exposures may contribute to other cardiovascular effects. High levels of CO can affect even healthy people. People who breathe high levels of CO can develop vision problems, reduced ability to work or learn, reduced manual dexterity, and difficulty performing complex tasks. At extremely high levels, CO is poisonous and can cause death.

Sulfur Oxide

Sulfur Oxide (SO_x) gases (including sulfur dioxide [SO₂]) are formed when fuel containing sulfur, such as coal and oil is burned, and from the refining of gasoline. SO_x dissolves easily in water vapor to form acid and interacts with other gases and particles in the air to form sulfates and other products that can be harmful to people and the environment (Appendix B).

Lead

Lead (Pb) is a metal found naturally in the environment as well as manufactured products. The major sources of lead emissions have historically been motor vehicles and industrial sources. Due to the phase out of leaded gasoline, metal processing is now the primary source of lead emissions to the air. High levels of lead in the air are typically only found near lead smelters, waste incinerators, utilities, and lead-acid battery manufacturers. Exposure of fetuses, infants and children to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure (Appendix B).

Particulate Matter

Particulate matter (PM) is the term for a mixture of solid particles and liquid droplets found in the air. Particulate matter is made up of a number of components including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. Particles that are less than 10 micrometers in diameter (PM₁₀) are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Particles that are less than 2.5 micrometers in diameter (PM_{2.5}) have been designated as a subset

of PM₁₀ due to their increased negative health impacts and its ability to remain suspended in the air longer and travel further (Appendix B).

Reactive Organic Gases

Although not a criteria air pollutant, reactive organic gases (ROG), or VOC, are defined as any compound of carbon—excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROG and VOC, the two terms are often used interchangeably. Indoor sources of VOC include paints, solvents, aerosol sprays, cleansers, tobacco smoke, etc. Outdoor sources of VOC are from combustion and fuel evaporation. A reduction in VOC emissions reduces certain chemical reactions that contribute to the formulation of ozone. VOC is transformed into organic aerosols in the atmosphere, which contribute to higher PM₁₀ and lower visibility (Appendix B).

Other Pollutants of Concern

Toxic Air Contaminants

In addition to the above-listed criteria air pollutants, toxic air contaminants are another group of pollutants of concern. Sources of toxic air contaminants include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least 40 different toxic air contaminants. The most important of these toxic air contaminants, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to toxic air contaminants can result from emissions from normal operations as well as from accidental releases. Health effects of toxic air contaminants include cancer, birth defects, neurological damage, and death (Appendix B).

Toxic air contaminants are less pervasive in the urban atmosphere than criteria air pollutants, however they are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects. There are hundreds of different types of toxic air contaminants with varying degrees of toxicity. Sources of toxic air contaminants include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust.

According to the 2013 California Almanac of Emissions and Air Quality, the majority of the estimated health risk from toxic air contaminants can be attributed to relatively few compounds, the most important of which is diesel particulate matter (CARB 2013). Diesel particulate matter is a subset of PM_{2.5} because the size of diesel particles are typically 2.5 microns and smaller. The identification of diesel particulate matter as a toxic air contaminant in 1998 led the CARB to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles in September 2000. The plan's goals are a 75-percent reduction in diesel particulate

matter by 2010 and an 85- percent reduction by 2020 from the 2000 baseline. Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The visible emissions in diesel exhaust are known as particulate matter or PM, which includes carbon particles or “soot.” Diesel exhaust also contains a variety of harmful gases and over 40 other cancer-causing substances. California’s identification of diesel particulate matter as a toxic air contaminant was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to diesel particulate matter is a health hazard, particularly to children whose lungs are still developing and older adults who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California’s potential airborne cancer risk from combustion sources (Appendix B).

Asbestos

Asbestos is listed as a toxic air contaminant by CARB and as a Hazardous Air Pollutant by the EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. Naturally occurring asbestos is not present in Riverside County. The nearest likely locations of naturally occurring asbestos, as identified in the General Location Guide for Ultramafic Rocks in California prepared by the California Division of Mines and Geology, is located at Asbestos Mountain in the San Jacinto Mountains, approximately 45 miles southeast of the Project Site (DOC 2000). Due to the distance to the nearest natural occurrences of asbestos, the Project Site is not likely to contain asbestos (Appendix B).

Existing Ambient Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the South Coast Air Basin. Estimates of the existing emissions in the South Coast Air Basin provided in the Final 2022 AQMP prepared by the South Coast AQMD (December 2022) indicate that collectively, mobile sources account for 46 percent of the VOC emissions, 85 percent of the NO_x emissions, 89 percent of the CO emissions, and 29 percent of directly emitted PM_{2.5}, with another 18 percent of PM_{2.5} from road dust (Appendix B).

The South Coast AQMD has divided the South Coast Air Basin into 38 air monitoring areas with a designated ambient air monitoring station representative of each area. The Project Site is located within the Perris Valley Air Monitoring Area (Area 24), which is located in Riverside County and covers from the San Bernardino and Riverside County line on the north, Paloma Valley on the south, Perris

on the west, and the San Jacinto Valley on the east. Prior to 2022, ambient air emissions of ozone within Area 24 were monitored at the Perris Valley Monitoring Station which was located approximately 2.6 miles southwest of the Project Site at 237 N. D Street, Perris. The Perris Valley Monitoring Station also measured ambient concentrations of PM₁₀ prior to 2021. Ambient air quality concentrations are no longer monitored within Area 24.

As not all monitoring stations monitor all pollutants, representative data was also obtained from the Lake Elsinore-West Flint Street Monitoring Station (Lake Elsinore Station) located approximately 12.15 miles southwest of the Project Site at 506 West Flint Street, Lake Elsinore for those pollutants which were not measured at the Perris Valley Station. However, it should be noted that due to the air monitoring stations distances from the Project Site, recorded air pollution levels at the air monitoring station reflect with varying degrees of accuracy, local air quality conditions at the Project Site. Table 4.2-3, Air Quality Monitoring Summary, presents the monitored pollutant levels from the Perris Valley and Lake Elsinore Stations.

Table 4.2-3 summarizes 2021 through 2023 published monitoring data, which is the most recent 3-year period available. The data shows that during the past few years, the Perris Valley Station monitored area has exceeded the ozone and PM₁₀ standards.

Table 4.2-3. Air Quality Monitoring Summary

Pollutant	Standard	Monitoring Station	2021	2022	2023
Ozone (O₃)					
Maximum 1-hour concentration (ppm)		Perris Valley Station	0.117	*	*
Number of days exceeded	State: > 0.12 ppm		25	*	*
Maximum 8-hour concentration (ppm)			0.094	*	*
Number of days exceeded	State: > 0.07 ppm		*	*	*
	Federal: > 0.07 ppm		55	*	*
Respirable Particulate Matter (PM_{2.5})					
Maximum 24-hour concentration (µg/m ³)		Lake Elsinore	28.8	16.2	19.9
Number of days exceeded	Federal: > 35 µg/m ³		*	*	*
Annual arithmetic average concentration (µg/m ³)			6.9	5.8	5.9
Fine Particulate Matter (PM₁₀)					
Maximum 24-Hour Concentration		Perris Valley Station	77.5	*	*
Number of days exceeded	Federal: >150 µg/m ³		0	0	0
	State: > 50 µg/m ³		4	0	0
Annual arithmetic average concentration (µg/m ³)			30.4	*	*
Nitrogen Dioxide (NO₂)					
Maximum 1-hour concentration (ppm)		Lake Elsinore	0.044	0.037	0.042
Number of days exceeded	State: > 0.18 ppm		0	0	0
Carbon Monoxide (CO)					
Maximum 8-Hour Concentration		Lake Elsinore	*	*	*
Number of days exceeded	State: > 9 ppm		0	0	0
	Federal: > 9 ppm		0	0	0

Source: CARB 2024.

Notes: µg/m³ = micrograms per cubic meter; ppm = parts per million; * = insufficient data available to determine value.

4.2.2 Thresholds of Significance

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

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

Applicable Regional Thresholds

South Coast AQMD CEQA Air Quality Handbook

Additionally, CEQA Guidelines Section 15064.7 provides the significance criteria established by the applicable air quality management district or air pollution control district, when available, may be relied upon to make determinations of significance. The potential air quality impacts of the Proposed Project are, therefore, evaluated according to thresholds developed by the South Coast AQMD in their CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook, and subsequent guidance, which are listed below. Therefore, the Proposed Project would result in a potentially significant impact to air quality if it would:

- **AQ-1:** Conflict with or obstruct the implementation of the applicable air quality plan
- **AQ-2:** Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)
- **AQ-3:** Expose sensitive receptors to substantial pollutant concentrations that would:
 - Exceed the South Coast AQMD’s localized significance thresholds
 - Cause or contribute to the formation of CO hotspots
 - Exceed the South Coast AQMD’s significance thresholds for toxic air contaminants
- **AQ-4:** Create objectionable odors affecting a substantial number of people

Regional and Localized Significance Thresholds

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

Table 4.2-4. Maximum Daily Regional Emissions Thresholds

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

Source: South Coast AQMD 2023.

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

The South Coast AQMD’s screening look-up tables, and Localized Significance Thresholds (LSTs) are utilized in determining the significance of the Proposed Project’s localized air quality impacts, and to determine if further detailed analysis is required. Consistent with South Coast AQMD guidance, the thresholds presented in Table 4.2-5, Maximum Daily Localized Emissions Thresholds, were calculated by interpolating the threshold values for the Proposed Project’s disturbed acreage. Per South Coast AQMD staff, the 5-acre Look-up Table, which is the largest site available, can be used as a conservative screening analysis for on-site operational emissions to determine whether more-detailed dispersion modeling would be necessary. The Proposed Project was analyzed based on the Perris Valley source receptor area (Area 24) and, as the Project Site is 27.26 acres, used the thresholds for a five-acre Project Site.

Table 4.2-5. Maximum Daily Localized Emissions Thresholds

Pollutant	Pounds/Day	
	Construction	Operational
NO _x	170	270
CO	883	1,577
PM ₁₀	7	4
PM _{2.5}	4	2

Source: South Coast AQMD 2008.

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

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

“ . . . the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts

differ is the Hazard Index (HI) significance threshold for [toxic air contaminant] emissions. The project specific (project increment) significance threshold is $HI > 1.0$ while the cumulative (facility-wide) is $HI > 3.0$. It should be noted that the HI is only one of three [toxic air contaminant] emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

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

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

4.2.3 Regulatory Requirements

State and local regulations applicable to the Proposed Project are described below. The Proposed Project would be required to comply with the following during construction and/or operation.

- RR AQ-1** All construction equipment for public and private projects will comply with CARB’s vehicle standards including Section 2025, Title 13 which limits NO_x, PM₁₀ and PM_{2.5} emissions from on-road diesel truck fleets that operate in the state.
- RR AQ-2** All diesel-powered construction equipment used during project construction will comply with CARB Air Toxic Measure Rule 2485 which limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location.
- RR AQ-3** The Proposed Project will be constructed in compliance with applicable South Coast AQMD rules and regulations including Rule 403, which requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Control measures include but are not limited to application of water or chemical stabilizers to disturbed soils; managing haul road dust by application of water; covering haul vehicles; restricting vehicle speeds on unpaved roads to 15

mph; sweeping loose dirt from paved site access roadways; cessation of construction activity when winds exceed 25 mph and establishing a permanent stabilizing ground cover on finished sites. Water trucks will be utilized during all earth moving operations.

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

4.2.4 Environmental Impacts

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

Methodology

Project construction and operation emissions were estimated using the California Emissions Estimator Model (CalEEMod) (Version 2022.1.1.22) software. Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source Mand fugitive dust emissions factors. Equipment used was based on CalEEMod defaults. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Daily truck trips and CalEEMod default trip length data were used to assess roadway emissions from truck exhaust. The maximum daily emissions are estimated values for the worst-case day and do not represent the emissions that would occur for every day of Proposed Project construction. The maximum daily emissions are compared to the South Coast AQMD daily regional numeric indicators. Detailed construction equipment lists, construction scheduling, and emission calculations are provided in Appendix B of the Air Quality Impact Analysis (Appendix B).

Operational emissions are calculated based on land use types, the number of units or building sizes a project is proposing, vehicle trip characteristics, and project design features and/or mitigation measures to be implemented. The results are expressed in pounds per day and are compared with operational mass daily significance thresholds to determine impact significance. For vehicle emissions, traffic data was obtained from the Traffic Impact Analysis prepared by Ganddini Group Inc. (Appendix L of this EIR), and Vehicle Miles Traveled (VMT) and Average Daily Traffic (ADT) estimates presented in Appendix L were utilized in CalEEMod modeling.

The nearest industrial/commercial use to the Project Site is used to determine construction and operational LST air impacts for emissions of NO_x and CO as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assume that an individual could be present at these sites for periods of one to 8 hours. The nearest receptor used for evaluation of

localized impacts of NO_x and CO is represented by existing single-family residential uses located approximately 50 feet to the south of the Project Site (across Placentia Avenue). It should be noted that the LST Methodology explicitly states that “It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.” As such a 25-meter receptor distance will be used for evaluation of localized NO_x and CO.

The assessment of air quality and health risk impacts from pollutant emissions from the Proposed Project applied the EPA AERMOD Model, which is the air dispersion model accepted by the South Coast AQMD for performing air quality impact analyses. AERMOD predicts pollutant concentrations from point, area, volume, line, and flare sources with variable emissions in terrain from flat to complex with the inclusion of building downwash effects from buildings on pollutant dispersion. It captures the essential atmospheric physical processes and provides reasonable estimates over a wide range of meteorological conditions and modeling scenarios. AERMOD View Version 12.0.0, EPA version No. 22112, was utilized for this analysis.

The diesel particulate matter emission factors for the various vehicle types were derived from the CARB EMFAC2021 mobile source emission model. The emissions factors were derived for Riverside County. Emissions factors were estimated to establish the emissions generated while the vehicles travel off-site, along travel links from the entrance to the loading docks, and while idling at the loading dock during loading or unloading materials. All vehicles were assumed to travel on-site at a speed of 10 miles per hour. Off-site, the speeds along the roads were anticipated to average 35 miles per hour. Delivery vehicles were assumed to idle for a maximum of 15 minutes per vehicle per day (5 minutes per location: at the facility entrance, at the loading bay/truck parking area, and at the facility exit), in keeping with the CARB Air Toxic Control Measure, which regulates truck idling time (CARB 2005). The four different sets of emissions factors used in this assessment are detailed in Table 4.2-9. It should be noted that the diesel particulate matter emissions on both the gram per mile and gram per idle hour bases decline beyond 2026 for all vehicle classes and in particular the heavy-heavy-duty truck class (the 4+ axle “big rig” trucks). This is due to the CARB emissions’ requirements on heavy-duty trucks that call for either the replacement of older trucks with cleaner trucks or the installation of diesel particulate matter filters on the truck fleet (Appendix B).

The Proposed Project will be required to comply with existing South Coast AQMD rules for the reduction of fugitive dust emissions. South Coast AQMD Rule 403 establishes these procedures. CalEEMod calculations assumed implementation of Rule 403 for fugitive dust control, which assumes application of standard best management practices in construction and operation activities. This typically includes application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of

construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. Compliance with Rule 1113 has also been assumed in the CalEEMod calculations. Per South Coast AQMD Rule 1113 as amended on June 3, 2011, the architectural coatings that would be applied after January 1, 2014 will be limited to an average of 50 grams per liter or less of VOCs for building coatings and 100 grams per liter or less of VOCs for traffic coatings. The phases of the construction activities which have been analyzed below for each phase are: (1) grading, (2) building construction, (3) paving, and (4) application of architectural coatings.. Details pertaining to the Proposed Project's construction timing and the type of equipment modeled for each construction phase are available in the CalEEMod output in Appendix B.

Applicable PVCCSP Standards, Guidelines, and Mitigation Measures

There are no PVCCSP Standards and Guidelines specifically relevant to this air quality analysis. The PVCCSP EIR includes mitigation measures that are relevant to air quality. These mitigation measures must be implemented, are incorporated as part of the Proposed Project, and are assumed in the analysis presented in this section.

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

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

- MM Air 3** To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with South Coast AQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the South Coast AQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to:
- Requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain),
 - Keeping disturbed/loose soil moist at all times.
 - Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered,
 - Installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip,
 - Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site,
 - Suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour,
 - Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 generation,
 - Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of South Coast AQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials,
 - Replacement of ground cover in disturbed areas as quickly as possible.
- MM Air 4** Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.
- MM Air 5** Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the City of Perris' Building Division prior to issuance of grading permits.
- MM Air 6** The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (South Coast AQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB

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

- MM Air 7** During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris' Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris' Building Division.
- MM Air 8** Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.
- MM Air 9** To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in South Coast AQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris' Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.
- MM Air 10** To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available URBEMIS model, or other analytical method determined by the City of Perris as lead agency in conjunction with the South Coast AQMD. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate South Coast AQMD's Localized Significance Threshold analysis, CO Hot Spot analysis, or other appropriate

analyses as determined by the City of Perris in conjunction with South Coast AQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.

- MM Air 11** Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.
- MM Air 13** In order to promote alternative fuels, and help support “clean” truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to South Coast AQMD’s Carl Moyer Program, or other state programs that restrict operations to “clean” trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within 1 year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on South Coast AQMD’s website (<http://www.aqmd.gov>). Tenants would be required to use those funds, if awarded.
- MM Air 14** Each implementing development project shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance would be required prior to the issuance of occupancy permits.
- MM Air 15** To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with TRUs [Transport Refrigeration Units] per day, or TRU operations exceeding 300 hours per week, and that are subject to CEQA and are located adjacent to sensitive land uses; shall have a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile-source traffic generated by that implementing development project. The results of the Health Risk Assessment shall be included in the CEQA documentation for each implementing development project.

- MM Air 18** Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the project sites shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area should aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of Americans with Disabilities Act (ADA)-compliant paths to the major building entrances in the project.
- MM Air 19** In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris' Building Division) prior to conveyance of applicable streets.
- MM Air 20** Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All requirements would be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.

By preparing the Air Quality Impact Analysis and this EIR, the Project has complied with PVCCSP EIR mitigation measure MM Air 1, MM Air 10, and MM Air 15.

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

Impact Analysis

The PVCCSP EIR concludes that implementation of the PVCCSP and its subsequent implementing development and infrastructure projects would not conflict with or obstruct the implementation of the AQMP. Impacts were determined to be less than significant.

In December 2022, the South Coast AQMD adopted the Final 2022 AQMP. The 2022 AQMP builds upon measures already in place from previous AQMPs and continues to evaluate current integrated strategies and control measures to meet the National Ambient Air Quality Standards, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and

developing a strategy with fair-share reductions at the federal, state, and local levels. The 2022 AQMP incorporates scientific and technological information and planning assumptions, including Connect SoCal 2020 and updated emission inventory methodologies for various source categories. The Proposed Project's consistency with the AQMP has been determined using the 2022 AQMP.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3, of the 1993 CEQA Air Quality Handbook. These indicators are discussed below:

Consistency Criterion 1

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

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

Construction

As concluded below in Threshold AQ-2, the Proposed Project would not exceed the applicable regional significance thresholds for construction activity. Therefore, the Proposed Project would not have the potential to conflict with the AQMP according to this criterion.

Operation

As evaluated below in Threshold AQ-2, the Proposed Project would not exceed the applicable regional and localized significance thresholds for operational activity. Therefore, the Proposed Project would not conflict with the 2022 AQMP according to this criterion. Based on the preceding discussion, the Proposed Project would be consistent with the first criterion.

Consistency Criterion No. 2

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

The AQMP demonstrates that the applicable ambient air quality standards can be achieved within the time frames required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP.

Development consistent with the growth projections in City of Perris General Plan is considered to be consistent with the AQMP.

Construction

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the Project Site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As such, when considering that no emissions thresholds will be exceeded, a less than significant impact would result.

Operation

According to the PVCCSP, the Project Site is designated Light Industrial. The Light Industrial designation provides for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing.

The Proposed Project is proposed to consist of a 578,265-square-foot high-cube fulfillment center warehouse building with three access driveways, which is consistent with the PVCCSP land use designation and intensity. The Proposed Project would not require a General Plan amendment or zone change and, therefore, would be consistent with the City's planned growth projections. Additionally, the Proposed Project's construction and operational-source air pollutant emissions would not exceed the regional or localized significance thresholds, as discussed below.

Therefore, the Proposed Project would be consistent with the second criterion.

Conclusion

As evaluated through the criteria for determining consistency with the AQMP, the Proposed Project would not result in or cause national or California ambient air quality standards violations. The Proposed Project is consistent with the land use and growth intensities reflected in the adopted City of Perris General Plan and PVCCSP. Furthermore, the Proposed Project would not exceed any applicable regional or localized thresholds as discussed in Sections 4.2.5.2 and 4.2.6.2. As such, the Proposed Project would be consistent with the AQMP and a less than significant impact would occur.

Significance of Impact

Less Than Significant Impact.

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

Impact Analysis

The PVCCSP EIR concluded that, even with mitigation, emissions from both the construction and operation of allowed uses within the PVCC would be significant and unavoidable. Specifically, construction-related emissions of NO_x, reactive organic compounds (ROG, i.e., VOCs), and PM₁₀, and operational emissions of ROG (VOC), NO_x, CO, PM₁₀, and PM_{2.5} were determined to exceed the South Coast AQMD thresholds of significance.

Regional Construction Impacts

As previously discussed, the Proposed Project's construction emissions were calculated using CalEEMod. Assumptions for the phasing, duration, and required equipment for the construction of the Proposed Project were obtained from the Proposed Project applicant. The Proposed Project is anticipated to start construction no sooner than Spring 2025, taking approximately 12 months to complete. The Proposed Project is anticipated to be operational in 2026. The CalEEMod output and EMFAC Data are included in Appendix B of the Air Quality Impact Analysis (Appendix B of this EIR). The estimated maximum daily construction emissions without mitigation are summarized in Table 4.2-6, Construction-Related Regional Pollutant Emissions (pounds/day). As shown, the Proposed Project construction emissions would not exceed criteria air pollutant thresholds of significance established by the South Coast AQMD for any criteria air pollutant. Therefore, regional construction impacts would be less than significant.

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

Activity	VOC ³	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Daily Emissions ^{1,2}	72.60	29.80	48.70	<0.1	5.80	2.62
South Coast AQMD Thresholds	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Refer to Appendix B.

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

1 = Includes on-site and off-site emissions. On-site grading PM-10 and PM-2.5 emissions show compliance with South Coast AQMD Rule 403 for fugitive dust

2 = Construction, painting and paving phases may overlap

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

Long-Term Regional Operational Impacts

There are four general sources of long-term operational emissions: area sources, energy sources, mobile sources (i.e., vehicles), and on-site cargo handling equipment. The primary source of operational emissions generated by the Proposed Project would be from mobile sources, specifically, the trucks that would travel to and from the Project Site and operate on the Project Site. Trip generation data is discussed further in Section 4.12, Transportation, of this EIR. The Proposed Project is expected to generate 1,047 average daily trips. The Proposed Project trip

generation includes 914 average daily passenger car trips and 133 average daily truck trips from the proposed warehouse (Appendix L).

Operational emissions were calculated using CalEEMod. The results of the modeling calculations are presented in Appendix B of the Air Quality Impact Analysis (Appendix B of this EIR). For vehicle emissions, traffic data was obtained from the Traffic Impact Analysis prepared by Ganddini Group Inc. (Appendix L of this EIR).

The maximum daily pollutant emissions created from the Proposed Project's long-term operations are shown in Table 4.2-7, Regional Operational Pollutant Emissions. As shown in this table, none of the South Coast AQMD regional thresholds of significance would be exceeded. Therefore, regional operational impacts would be less than significant.

Table 4.2-7. Regional Operational Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	22.8	16.71	103.01	<1	19.70	5.37
South Coast AQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: CAPCOA 2022. Refer to Appendix B.

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

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

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

In the absence to available data and methods to establish thresholds to reflect localized health impacts, the thresholds of significance adopted by the South Coast AQMD outlined in Tables 4.2-6 and Table 4.2-7 reflect Basin-wide consistency with the national and California ambient air quality standards, which are adopted to protect public health. Because the Project is calculated to be below the South Coast AQMD thresholds of significance, the Project would not result in a significant contribution to impacts related to non-attainment of ambient air quality standards. The South Coast AQMD has also adopted the LSTs. The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. These thresholds of significance are intended to provide a better representation of potential local criteria pollutant exposure and potential health risks. Evaluation of localized impacts related to criteria pollutant emissions based on the LSTs, and cancer and chronic risks from diesel particulate matter from Project operation are addressed under Threshold AQ-3.

Significance of Impact

Less Than Significant Impact.

4.2.4.3 Threshold AQ-3: Sensitive Receptors

Impact Analysis

The PVCCSP EIR concludes that implementation of the PVCCSP and its subsequent implementing development and infrastructure projects would not expose sensitive receptors to substantial pollutant concentrations during project construction. However, the PVCCSP EIR acknowledges that individual projects would need to complete the appropriate analysis to address localized impacts from construction and operation. The PVCCSP EIR determined that impacts to sensitive receptors to be less than significant with no mitigation required.

Sensitive Receptors

Those who are sensitive to air pollution include children, older adults, and persons with pre-existing respiratory or cardiovascular illness. For purposes of CEQA, the South Coast AQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities (South Coast AQMD 2008). Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours (Appendix B).

The nearest sensitive receptors to the Project Site include: the existing single-family residential uses located approximately 50 feet to the south of the Project Site (across Placentia Avenue), 495 feet to the east/northeast of the Project Site (across the drainage channel), and 695 feet to the west of the Project Site (along Redlands Avenue).

Localized Impacts from Criteria Air Pollutants

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

As previously stated, the nearest industrial/commercial use to the Project Site is used to determine construction and operational LST air impacts for emissions of NO_x and CO as the averaging periods for these pollutants are shorter (8 hours or less). The nearest receptor used for evaluation of localized impacts of NO_x and CO is represented by existing single-family residential uses located approximately 50 feet to the south of the Project Site (across Placentia Avenue).

Construction

Construction activities associated with the Proposed Project would have the potential to generate air emissions and toxic air contaminant emissions. Assumptions for the phasing, duration, and required equipment for the construction of the Proposed Project were obtained from the Proposed Project applicant. Further details regarding construction can be found in Appendix B. The Proposed Project is anticipated to start construction no sooner than Spring 2025, taking approximately 12 months to complete. The Proposed Project is anticipated to be operational in 2026.

The LST analysis for construction is dependent, in part, on the number of acres that would be disturbed during each phase of construction. The disturbed area per day is representative of a piece of equipment making multiple passes over the same land area.

A complete list of off-road equipment assumed for construction activities, hours of operation, and maximum estimated emissions are presented in Appendix B of the Air Quality Impact Analysis (Appendix B of this EIR). The maximum acreage disturbed during Proposed Project implementation on a peak day would be 4.0 acres.

The local air emissions from construction were analyzed using the South Coast AQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in the LST Methodology prepared by the South Coast AQMD. According to the LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. As previously described, the nearest sensitive receptors to the Project Site are the existing single-family residential uses located approximately 50 feet (~15 meters) to the south, 495 feet (~151 meters) to the

east/northeast, and 695 feet (~212 meters) to the west of the Project Site; therefore, the South Coast AQMD Look-up Tables for 25 meters was used. Table 4.2-8, Local Construction Emissions at the Nearest Receptors, shows the on-site emissions from the CalEEMod for the different construction phases and the LST emissions thresholds.

The data provided in Table 4.2-8 shows that none of the analyzed criteria air pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the Proposed Project.

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

Activity	On-Site Pollutant Emissions (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Grading	29.70	28.30	4.82	2.56
Building Construction	16.70	20.10	0.68	0.62
Paving	7.12	9.94	0.32	0.29
Architectural Coating	0.86	1.13	0.02	0.02
Total Emissions	54.38	59.47	5.84	3.49
<i>South Coast AQMD Thresholds</i>	170	883	7	4
Exceed Threshold?	No	No	No	No

Source: CAPCOA 2022. Refer to Appendix B.

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

Operation

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

Local air emissions from on-site operations were analyzed according to the methodology described in LST Methodology. The Proposed Project was analyzed based on the Perris Valley source receptor area (Area 24) and, as the site is 27.26 acres, used the thresholds for a five-acre Project Site.

Table 4.2-9, Local Operational Emissions at the Nearest Receptors, shows the on-site emissions from the CalEEMod that includes natural gas usage, landscape maintenance equipment, and vehicles operating on-site and the calculated emissions thresholds. Per LST Methodology, mobile emissions include only on-site sources which equate to approximately 10 percent of the Proposed Project-related new mobile sources. The data provided in Table 4.2-9 shows that the ongoing Proposed Project operations would not exceed South Coast AQMD local operational thresholds of significance. Therefore, the ongoing operations of the Proposed Project would create a less than significant operations-related impact to local air quality due to on-site emissions.

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

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Area Sources	0.21	25.10	0.04	0.03
Energy Usage	2.97	2.49	0.23	0.23
Vehicle Emissions	1.38	7.52	1.95	0.51
Fire Water Pump	0.01	0.01	<0.005	<0.005
<i>Total Emissions</i>	4.57	35.12	2.22	0.77
<i>South Coast AQMD Thresholds</i>	270	1,577	4	2
Exceed Threshold?	No	No	No	No

Source: CAPCOA 2022. Refer to Appendix B.

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

Carbon Monoxide Hotspots

In addition to the estimated emissions presented above, the project-specific Air Quality Impact Analysis also assessed the potential for the Proposed Project to result in formation of CO “hotspots.” CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with Proposed Project CO levels to the state and federal CO standards which were presented above.

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

The analysis prepared for CO attainment in the South Coast Air Basin by the South Coast AQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak CO concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and AQMPs. In the 1992 CO Plan, a CO hotspot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and

Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day (2003 AQMP Appendix V, Table 4-7). The Los Angeles County Metropolitan Transportation Authority⁹ evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour (MTA 2004).

According to the Traffic Impact Analysis (Appendix L), the Proposed Project would generate a maximum of approximately 1,047 daily vehicle trips. The intersection with the highest traffic volume is located at Wilson Avenue and Rider Street and has an Opening Year (2026) With Project AM peak hour volume of 823 vehicles (Appendix L). The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, as the intersection volume falls far short of 100,000 vehicles per day, no CO “hotspot” modeling was required and no significant long-term air quality impact is anticipated to local air quality with the ongoing operation of the Proposed Project.

Toxic Air Contaminants

Construction

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter emissions associated with heavy equipment operations during construction of the Proposed Project. According to the Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast AQMD Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, health effects from toxic air contaminants are described in terms of individual cancer risk based on a lifetime (i.e., 30-year) resident exposure duration. Given the temporary and short-term construction schedule (approximately 12 months), the Proposed Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of Proposed Project construction. Furthermore, construction-based PM emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds

The Proposed Project would be required to comply with the CARB Air Toxics Control Measure that limits diesel-powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of toxic air contaminants during construction. The Proposed Project would also comply with the requirements of South Coast AQMD Rule 1403 if asbestos is found during the construction activities.

Health Risk Assessment

In order to evaluate the potential significance of the Proposed Project’s mobile source diesel particulate matter emissions, and as required by PVCCSP EIR mitigation measure MM Air 15, the Placentia Avenue Industrial Health Risk Assessment, City of Perris (HRA), has been prepared by Ganddini Group Inc. (2024) and is included in Appendix B of this EIR. The Proposed Project’s HRA is based on South Coast AQMD guidelines to produce conservative estimates of human health risk posed by exposure to diesel particulate matter.

Estimate of Emission Factors

The stationary sources emissions from the occasional use/testing of a 190 horsepower emergency fire pump 26 hours a year were calculated from the CalEEMod annual output Exhaust PM₁₀ operational emissions for stationary sources (see the Air Quality Impact Analysis for CalEEMod details). The emissions of 0.005 tons/year were converted into grams per second. The total size of the emissions area was estimated to be 36.1 square meters (approximately the area of the fire pump room). See Table 4.2-10, below for the emissions factor used.

The diesel particulate matter emission factors for the various vehicle types were derived from the CARB EMFAC2021 mobile source emission model. The four different sets of emissions factors used in this assessment are detailed in Table 4.2-10, Diesel Particulate Matter Emissions Factors for the Proposed Project. It should be noted that the Diesel particulate matter emissions on both the gram per mile and gram per idle hour bases decline beyond 2026 for all vehicle classes and in particular the heavy-heavy-duty truck class (the 4+ axle “big rig” trucks). This is due to the CARB emissions’ requirements on heavy-duty trucks that call for either the replacement of older trucks with cleaner trucks or the installation of Diesel particulate matter filters on the truck fleet.

Table 4.2-10. Diesel Particulate Matter Emissions Factors for the Proposed Project

Vehicle Class	1-Year Average (Opening Year 2026)		
	On-Site Travel (g/mi)	Off-Site Travel (g/mi)	Idling (g/hr)
Light Heavy-Duty Truck 2	0.04702	0.01946	0.77754
Medium Heavy-Duty Truck	0.02675	0.00660	0.04976
Heavy-Heavy-Duty Truck	0.01146	0.00773	0.01392
Emergency Fire Water Pump	0.00000398788 g/m2-sec		

Source: CAPCOA 2022. Refer to Appendix B.

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

Emission Source Characterization

Each of the emission source types described above also requires geometrical and emission release specifications for use in the air dispersion model. An average truck height of 13.5 feet and average truck width of 8.5 feet were entered into the haul road calculator in AERMOD in order to calculate

the plume height and release height for the line sources. The Air Quality Impact Analysis (Appendix B of this EIR) provides a summary of the assumptions used to configure the various emission sources. The following definitions are used to characterize the emission source geometrical configurations referred to in Table 13 of Appendix B:

- **Point source:** A single, identifiable, local source of emissions; it is approximated in the AERMOD air dispersion model as a mathematical point in the modeling region with a location and emission characteristics such as height of release, temperature, etc., for example, a truck idle location where emissions are sourced from the truck's exhaust stack while the vehicle is stationary.
- **Line source:** A series of volume sources along a path, for example, vehicular traffic volumes along a roadway.

The nearest sensitive receptor consists of the existing single-family residential uses located approximately 50 feet (~15 meters) to the south of the Project Site (see Figure 3 of Appendix B) (Receptors 1, 2, and 3), 495 feet (~151 meters) to the east/northeast of the Project Site (Receptor 5), and 695 feet (~212 meters) to the west of the Project Site (Receptor 6). The most-impacted residential receptors are shown as orange triangles labeled 1 through 6. The direction of on-site and off-site truck travel were obtained from the site plan, Traffic Impact Analysis, and City truck routes.

Dispersion Modeling

The assessment of air quality and health risk impacts from pollutant emissions from the Proposed Project applied the EPA AERMOD Model, which is the air dispersion model accepted by the South Coast AQMD for performing air quality impact analyses. A summary of Emission Configurations and basic options used in the dispersion modeling is shown in Tables 13 and 14, respectively, of the HRA (Appendix B).

The analysis takes into account the effects of building downwash on the dispersion of emissions from the various sources located at the Proposed Project Site. For purposes of this analysis, the emission source and building locations were taken from the Proposed Project Site plan. The proposed building geometries were obtained from the Proposed Project plans, assuming a uniform building height of approximately 40 feet. While the Proposed Project may exceed the assumed 40-foot height at different points of the building, it would not increase the risk potential associated with emissions dispersion.

Estimation of Health Risks

Based on the assumptions in the HRA (Appendix B), the 30.25-year, cumulative carcinogenic health risk to an individual born during the opening year of the Proposed Project, and located in the Proposed Project's vicinity for the entire 30-year duration, is a maximum of 2.32 in a million

at receptor location 3. Therefore, as the maximum individual cancer risk would not exceed 10 in a million at any sensitive receptor location, the ongoing operation of the Proposed Project would result in a less than significant impact due to the cancer risk from diesel emissions created by the Proposed Project.

Tables 15 through 19 of the Proposed Project's HRA (Appendix B) summarize the Exposure Parameters for residential exposure scenarios based on 2015 OEHHA Guidelines. Appendix B of the HRA (Appendix B) includes the detailed risk calculation. The South Coast AQMD CEQA Air Quality Handbook states that emissions of toxic air contaminants are considered significant if an HRA shows an increased risk of greater than 10 in one million. Based on the analysis presented in the Proposed Project's HRA, the following provides a summary of potential impacts to nearby receptors.

The highest cancer risk is to children 2–16 years and is located at receptor 3 (see Figure 3 of Appendix B), with a maximum risk of 1.13 in one million. The maximum 3rd trimester (0.25-year) cancer risk is at receptor 3; with a maximum cancer risk of 0.04 in a million. The highest infant (zero to 2 years) cancer risk is at receptor 3; with a maximum risk of 1.02 in one million and the highest adult (16–30 years) cancer risk is also at receptor 3; with a maximum risk of 0.13 in one million. Therefore, no children, infants, or adults would be exposed to cancer risks in excess of 10 in a million.

The assessment of cancer-related health risk to sensitive receptors within the Proposed Project vicinity is based on the following most-conservative scenario: An unborn child in its 3rd trimester is potentially exposed to Diesel particulate matter emissions (via exposure of the mother) during the opening year. That child is born opening year and then remains at home for the entire first 2 years of life. From age 2 to 16, the child remains at home 100 percent of the time. From age 16 to 30, the child continues to live at home, growing into an adult that spends 73 percent of its time at home and lives there until age 30.

Based on the above, the 30.25-year, cumulative carcinogenic health risk (to an individual born during the opening year of the Proposed Project, and located in the Proposed Project vicinity for the entire 30-year duration), is a maximum of 2.32 in a million at receptor location 3. Therefore, as the maximum individual cancer risk would not exceed 10 in a million at any sensitive receptor location, the ongoing operation of the Proposed Project would result in a less than significant impact due to the cancer risk from diesel emissions created by the Proposed Project.

Non-cancer risk were also evaluated in the HRA. The non-carcinogenic hazards to adult, child and infant receptors are also detailed in Tables 15 through 18. The Reference Exposure Level for diesel particulate matter concentration at which no adverse health effects are anticipated is $5 \mu\text{g}/\text{m}^3$. The OEHHA as protective for the respiratory system has established this concentration. Using the maximum diesel particulate matter concentration from opening year 2026, the resulting Hazard

Index would be 0.0006. The criterion for significance is an Hazard Index increase of 1.0 or greater. Therefore, the ongoing operations of the Proposed Project would result in a less than significant impact due to the non-cancer risk from diesel emissions created by the Proposed Project.

In accordance with the South Coast AQMD methodology, projects that do not exceed the South Coast AQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. This applies to toxic air contaminants as well, as the South Coast AQMD does not have any cumulative toxic air contaminant thresholds; therefore, projects that do not exceed the South Coast AQMD toxic air contaminant threshold criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. As detailed above, the 30.25-year, cumulative carcinogenic health risk is a maximum of 2.32 in a million at the most-impacted receptor location, the existing residential use closest to the southern loading docks on the southern side of Placentia Avenue. Therefore, the Proposed Project's diesel emissions would not exceed the South Coast AQMD maximum individual cancer risk threshold of 10 in a million and the Proposed Project would not be considered to be cumulatively significant for toxic air contaminants.

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

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

Notwithstanding the above, this air quality analysis does evaluate the Proposed Project's localized impact to air quality for emissions of CO, NO_x, PM₁₀, and PM_{2.5} by comparing the Proposed Project's on-site emissions to the South Coast AQMD's applicable LST thresholds. The LST analysis above determined that the Proposed Project would not result in emissions exceeding South

Coast AQMD's LSTs. Therefore, the Proposed Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_x, PM₁₀, and PM_{2.5}.

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

Significance of Impact

Less Than Significant Impact.

4.2.4.4 Threshold AQ-4: Odors

Impact Analysis

Construction

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Proposed Project. Diesel exhaust and VOCs would be emitted during construction of the Proposed Project, which are objectionable to some; however, emissions would disperse rapidly from the Project Site and therefore should not reach an objectionable level at the nearest sensitive receptors. Therefore, potential impacts would be less than significant.

Operation

The South Coast AQMD CEQA Air Quality Handbook states that a project that creates an odor nuisance pursuant to South Coast AQMD Rule 402 would result in a significant impact. Thus, compliance with South Coast AQMD Rule 402 would reduce potential impacts to less than significant levels.

Potential sources that may emit odors during the ongoing operations of the Proposed Project would include odor emissions from the intermittent diesel delivery truck emissions and trash storage areas. Due to the distance of the nearest receptors from the Project Site and through compliance with South Coast AQMD Rule 402, no significant impact related to odors would occur during the ongoing operations of the Proposed Project. Additionally, Proposed Project operational-related refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations (Appendix B). Therefore, potential impacts would be less than significant in this regard.

Significance of Impact

Less Than Significant Impact.

4.2.5 Cumulative Impacts

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

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

The AQMP is a cumulative plan for achieving ambient air quality standards in the South Coast Air Basin. As indicated under the analysis of Threshold AQ-1, the Proposed Project would not result in a conflict with the South Coast AQMD 2022 AQMP. As such, cumulatively considerable impacts due to a conflict with the AQMP would be less than significant.

As previously discussed, CARB designate the South Coast Air Basin as non-attainment for ozone, PM₁₀, and PM_{2.5} under California Ambient Air Quality Standards while the EPA designates the South Coast Air Basin as non-attainment for ozone and PM_{2.5} under the National Ambient Air Quality Standards. The AQMP is based on growth projections provided by SCAG. If projects are determined to be consistent with zoning/land use designations for the site, then cumulative projects would not have a cumulative impact. The Proposed Project is consistent with existing PVCCSP land use designation for the Project Site. Therefore, the Proposed Project would be consistent with the AQMP and would not result in a cumulatively considerable contribution to regional air quality impacts.

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

A project that is consistent with the South Coast AQMD thresholds of significance is considered to result in less than cumulatively considerable emissions. As indicated under the analysis for Threshold AQ-2, construction and operational-source air pollutant emissions would not result in exceedances of regional thresholds. Thus, the Proposed Project's emissions during construction and operation would be less than cumulatively considerable.

4.2.5.3 Cumulative Threshold AQ-3: Sensitive Receptors

Active cumulative projects within a 1-mile radius of the Project Site are listed in Table 4-1, Cumulative Projects, in Chapter 4, Environmental Analysis. The types of projects listed include housing, commercial/retail, and hotel, industrial, warehouse, and houses of worship projects. These projects are at various stages of development and require individual analysis to determine air quality impacts to sensitive receptors.

The Proposed Project construction and operational-source localized emissions would not exceed the South Coast AQMD's LSTs for any criteria air pollutant. Thus, the Proposed Project's localized emissions during construction and operation would be less than cumulatively considerable. In addition, construction and operation of the Proposed Project would not emit airborne toxic air contaminants at concentrations that would pose a significant health risk (including acute and carcinogenic health risks) to nearby sensitive receptors. Accordingly, long-term operation of the Proposed Project would not expose nearby sensitive receptors to substantial localized pollutant concentrations, and a cumulatively considerable impact would not occur.

4.2.5.4 Cumulative Threshold AQ-4: Odors

Impacts relative to objectionable odors are limited to the area immediately surrounding the odor source and are not cumulative in nature because the air emissions that cause odors disperse beyond the sources of the odor. As the emissions disperse, the odor becomes decreasingly detectable. With respect to odors, the Proposed Project does not include any land uses associated with the generation of odors or other emissions that could adversely affect a substantial number of people. Odors associated with the Proposed Project would occur during construction and operation. Construction-related odors would include construction equipment exhaust and the application of asphalt and architectural coatings, which would be temporary, short-term, and intermittent in nature, and would not contribute to any cumulatively considerable odor impacts in the local area. There are no components of the Proposed Project that could result in odors adversely affecting a substantial number of people; thus, Proposed Project-related odor impacts in combination with other cumulative projects would be less than cumulatively considerable.

4.2.6 Level of Significance Before Mitigation

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

The Proposed Project would not conflict with or obstruct implementation of the applicable Air Quality Plan.

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

The Proposed Project would not result in a cumulatively considerable net increase of any criteria air pollutant for which the South Coast Air Basin is non-attainment under an applicable federal or state ambient air quality standard.

4.2.6.3 Threshold AQ-3: Sensitive Receptors

The Proposed Project would not expose sensitive receptors to substantial pollutant concentrations.

4.2.6.4 Threshold AQ-4: Odors

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

4.2.7 Mitigation Measures

By preparing the Air Quality Impact Analysis, the Proposed Project has complied with PVCCSP EIR mitigation measures MM Air 1, MM Air 10, and MM Air 15. The following PVCCSP EIR mitigation measures are applicable to the Proposed Project. Implementation of these measures would further reduce the less than significant impacts of the Proposed Project and no Project-specific mitigation measures are required.

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

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

- Requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain),
- Keeping disturbed/loose soil moist at all times.
- Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered,

- Installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip,
- Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site,
- Suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour,
- Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 generation,
- Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of South Coast AQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials,
- Replacement of ground cover in disturbed areas as quickly as possible.

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

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

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

MM Air 7 During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris' Building Division. Equipment

maintenance records and equipment design specification data sheets shall be kept on site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris' Building Division.

- MM Air 8** Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.
- MM Air 9** To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in South Coast AQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris' Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.
- MM Air 11** Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.
- MM Air 13** In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to South Coast AQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within 1 year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on

South Coast AQMD's website (<http://www.aqmd.gov>). Tenants would be required to use those funds, if awarded.

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

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

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

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

4.2.8 Level of Significance After Mitigation

Because no Project-specific mitigation measures are required, potential impacts are the same as described in Section 4.2.6, Level of Significance Before Mitigation.

4.3 Biological Resources

This section evaluates the potential for impacts on biological resources resulting from implementation of The Cubes at Placentia Industrial Project (Proposed Project or Project). Information presented in this section is primarily based on the following documents:

- Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis for The Cubes at Placentia prepared by Noreas Inc. (2023) and included as Appendix C
- The Cubes at Placentia General Biological Resources Assessment prepared by Noreas Inc. (2023) and included as Appendix D

In response to the Notice of Preparation, the Riverside County Flood Control and Water Conservation District stated that the City should require the applicant obtain a Section 1602 Agreement from the California Department of Fish and Wildlife (CDFW) and a Section 404 permit from the U.S. Army Corps of Engineers if a natural watercourse or mapped floodplain is impacted. A Section 401 Water Quality Certification may be required prior to issuance of the Corps 404 permit. At the Draft Environmental Impact Report (EIR) public scoping meeting on December 19, 2023, no comments regarding biological resources were received from Planning Commissioners, organizations' representatives, or members of the public.

4.3.1 Environmental Setting

4.3.1.1 Regulatory Setting

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

Federal

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

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

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

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

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

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

Wetlands and Other Waters of the United States

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

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

The California Endangered Species Act establishes the policy of the state to conserve, protect, restore, and enhance threatened or endangered species and their habitats. The California Endangered Species Act mandates that state agencies should not approve projects that would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. There are no state agency consultation procedures under the California Endangered Species Act. For projects that would affect a listed species under both the California Endangered Species Act and the federal Endangered Species Act, compliance with the

federal Endangered Species Act would satisfy the California Endangered Species Act if the California Department of Fish and Wildlife (formerly the California Department of Fish and Game) determines that the federal incidental take authorization is consistent with the California Endangered Species Act under California Fish and Game Code Section 2080.1. For projects that would result in take of a species only listed under the California Endangered Species Act, the Project Owner/Developer must apply for a take permit under Section 2081(b).

California Environmental Quality Act Guidelines, Section 15380(b)

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

California Fish and Game Code, Section 1602

Under this section of the California Fish and Game Code, the Project Owner/Developer is required to notify the CDFW before the start of any project that would divert, obstruct, or change the natural flow, bed, channel, or bank of any river, stream, or lake. Pursuant to the California Fish and Game Code, a “stream” is defined as a body of water that flows at least periodically, or intermittently, through a bed or channel that has banks and supports fish or other aquatic life. Based on this definition, a watercourse with surface or subsurface flows that supports or has supported riparian vegetation is a stream and is subject to CDFW jurisdiction. Altered or artificial watercourses valuable to fish and wildlife are subject to CDFW jurisdiction. The CDFW also has jurisdiction over dry washes that carry water during storm events.

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

California Fish and Game Code, Sections 2080 and 2081

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

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

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

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

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

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

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

California Wetland Definition

Unlike the federal government, California has adopted the Cowardin et al. (1992) definition of “wetlands.” For this classification, wetlands must have one or more of the following three attributes: (1) at least periodically, the land supports predominantly hydrophytes (at least 50 percent of the aerial vegetative cover); (2) the substrate is predominantly undrained hydric soil; and (3) the substrate is non-soil and saturated with water or covered by shallow water at some time during the growing season of each year.

Under normal circumstances, the federal definition of wetlands requires all three wetland identification parameters to be met, whereas the Cowardin et al. (1992) definition requires the presence of at least one of these parameters. For this reason, identification of wetlands by state agencies consists of the union of all areas that are periodically inundated or saturated or in which at least seasonal dominance by hydrophytes may be documented or in which hydric soils are present.

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

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

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

governments can take the lead in developing these Natural Communities Conservation Planning plans and become the recipients of state and federal take permits.

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

California’s Native Plant Protection Act requires state agencies to use their authority to carry out programs to conserve endangered and rare native plants. Provisions of the act prohibit the take of listed plants from the wild and require notification to the CDFW at least 10 days in advance of any change in land use. This allows the CDFW to salvage listed plant species that would otherwise be destroyed. The Project Owner/Developer is required to conduct botanical inventories and consult with the CDFW during project planning to comply with the provisions of the act and sections of CEQA that apply to rare or endangered plants.

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

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

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

Regional

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

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

The Western Riverside County MSHCP was adopted on June 17, 2003, and an Implementing Agreement was executed between the federal and state wildlife agencies and participating entities. The MSHCP is a comprehensive habitat conservation planning program for western Riverside County. The intent of the MSHCP is to preserve native vegetation and meet the habitat needs of

multiple species, rather than focusing preservation efforts on one species at a time. As such, the MSHCP is intended to streamline review of individual projects with respect to the species and habitats addressed in the MSHCP, and to provide for an overall conservation area that would be of greater benefit to biological resources than would result from a piecemeal regulatory approach. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and wildlife species, as well as mitigation for impacts to sensitive species pursuant to Section 10(a) of federal Endangered Species Act.

Through agreements with the Fish and Wildlife Service and the CDFW, the MSHCP designates 146 special-status wildlife and plant species that receive some level of coverage under the plan. Of the 146 “covered species” designated under the MSHCP, most of these species have no additional survey/conservation requirements. In addition, through project participation with the MSHCP, the MSHCP provides mitigation for Project-specific impacts to covered species so that the impacts would be reduced to below a level of significance pursuant to CEQA. Project-specific survey requirements exist for species designated as “covered species not yet adequately conserved.” These include Narrow Endemic Plant Species (MSHCP Volume I, Section 6.1.3), as identified by the Narrow Endemic Plant Species Survey Areas; Criteria Area Plant Species (MSHCP Volume I, Section 6.3.2) identified by the Criteria Area Plant Species Survey Areas; animals species (burrowing owl, mammals, amphibians) identified by survey areas (MSHCP Volume I, Section 6.3.2); and species associated with riparian/riverine areas and vernal pool habitats (i.e., least Bell’s vireo, southwestern willow flycatcher, western yellow-billed cuckoo, and three species of listed fairy shrimp) (MSHCP Volume I, Section 6.1.2). An additional 28 species (MSHCP Volume I, Table 9.3) not yet adequately conserved have species-specific objectives in order for the species to become adequately conserved. However, these species do not have project-specific survey requirements.

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

The goal of the MSHCP is to have a total conservation area in excess of 500,000 acres, including approximately 347,000 acres on existing Public/Quasi-Public lands, and approximately 153,000 acres of Additional Reserve Lands targeted within the MSHCP Criteria Area. The MSHCP is divided into 16 separate Area Plans, each with its own conservation goals and objectives. Within each Area Plan, the Criteria Area is divided into Subunits, and further divided into criteria cells and Cell Groups (a group of criteria cells). Each Cell Group and ungrouped, independent Cell has designated “criteria” for the purpose of targeting additional conservation lands for acquisition. Projects located within the Criteria Area are subject to the Habitat Evaluation and Acquisition Negotiation Strategy

(HANS) process to determine if lands are targeted for inclusion in the MSHCP Reserve. In addition, all projects located within the Criteria Area are subject to the Joint Project Review process, where the project is reviewed by the Regional Conservation Authority (RCA) to determine overall compliance/consistency with the biological requirements of the MSHCP.

Local

The City of Perris General Plan Conservation Element identifies goals and policies related to biological resources. The goals and policies applicable to the Proposed Project and a discussion of the Project's consistency is provided in Table 4.10-3, City of Perris General Plan Consistency Analysis, in Section 4.10, Land Use and Planning, of this EIR.

4.3.1.2 Existing Conditions

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

Existing Setting

The Project Site is located north of Placentia Avenue, west of the Perris Valley Storm Drain, and east of Wilson Avenue, in Riverside County, California. Currently, the Project Site is vacant and undeveloped. The topography on the Project Site is generally flat at about 1,440 feet, above mean sea level. The Project Site is predominately composed of developed, disturbed, and non-native land cover types. Land use in the vicinity of the Project includes commercial, agriculture, residential and industrial endeavors. Agricultural and other commercial development activities were historically operated on the Project Site. There is also evidence of recent discing and trash from illegal dumping throughout the Project's proposed ground disturbance footprint.

Information below describes the existing environmental setting based on information obtained from the General Biological Resources Assessment (Appendix D). Specifically, the existing conditions in this section reflect those that were observed during the field surveys of the Project Site that were conducted by Noreas Inc. on various days in 2022 and 2023. The area surveyed included the Project Site as well as a 500-foot buffer zone outside the Project Site's boundaries.

Vegetation Communities

Three land cover types were observed within the study area: Developed/Disturbed, Ruderal, and Non-Native Grassland (i.e., River Wash). These types are described below:

- **Developed/Disturbed.** Developed/disturbed lands within the study area include locales that have been developed, paved, cleared, graded, or otherwise altered by anthropogenic activities (i.e., industrial warehouses, access roads, ornamental landscaping, residential houses, industrial facilities, commercial enterprises, etc.).

- Common non-native plants species detected within this type included ripgut brome (*Bromus diandrus*), black mustard (*Brassica nigra*) and Schismus (*Schismus barbatus*).
- **Ruderal.** The ruderal community includes locales that have been subject to recent grading, clearing, or other physical human modification of soils and vegetation. These lands also include areas with exposed soils with minimal vegetation, and moderate cover by various non-native annual grasses, and weeds (adapted for growth on substrates subject to disturbance). Common non-native plants species detected within this type included Maltese star-thistle (*Centaurea melitensis*), stinknet (*Oncosiphon piluliferum*), bur clover (*Medicago polymorpha*), and slender oat (*Avena barbata*).
 - **River Wash.** The River Wash type within the study area is limited to the Perris Valley Storm Drain. This human-made constructed earthen drainage structure is a maintained flood control facility dominated by low growing Bermuda grass (*Cynodon dactylon*). Other vegetation observed includes Baltic rush (*Juncus balticus*), narrow leaf plantain (*Plantago lanceolata*), red stemmed filaree (*Erodium cicutarium*), and red brome (*Bromus madritensis*).

Wildlife

Wildlife species observed within the study area consisted of commonly occurring species, including, but not limited to, rock pigeon (*Columba livia*), Red-tailed hawk (*Buteo jamaicensis*) common raven (*Corvus corax*), and Side-blotched Lizard (*Uta stansburiana*). Wildlife detected during the surveys are identified in Appendix D of the General Biological Resources Assessment.

Special-Status Plants

No federal or state-listed plant species were observed within the study area during the field surveys. However, several have been documented within 10 miles of the Project Site. The study area includes no Fish and Wildlife Service-designated critical habitat for plants, and the Project Site does not include the substantive habitat requirements necessary to support special-status flora. To that end, the results of a habitat assessment conducted in March and April of 2022 and August of 2023 imply that there is no habitat present at the Project Site for MSHCP Narrow Endemic and Criteria Area Sensitive Plant Species.

Special-status species are known to occur within 10 miles of the Project Site, and their potential for occurrence at the Project Site, are detailed within Appendix A of the General Biological Resources Assessment. Plant species observed during the field surveys are listed in Appendix C of the General Biological Resources Assessment.

Special-Status Wildlife

Field surveys completed by Noreas Inc. confirmed that no special-status wildlife species were observed within the study area. However, the Project Site is within a mapped MSHCP Survey Area for burrowing owl (*Athene cunicularia*). Therefore, focused surveys for burrowing owl were warranted.

Detailed burrowing owl methods, results, and assumptions are presented within Appendix E of the General Biological Resources Assessment. Additionally, special-status species known to occur within 10 miles of the Project Site, and their potential for occurrence at the Project Site, are detailed within Appendix A of the General Biological Resources Assessment. Wildlife species detected during the surveys are listed in Appendix D of the General Biological Resources Assessment.

The substantive habitat requirements needed to support the burrowing owl were observed within portions of the Project Site. But no burrowing owls or their characteristic sign were detected. The burrowing owl is not a federal or state-listed species, but they are of limited distribution and occur infrequently throughout portions of their range in California.

The Project Site does not include Delhi Fine Sands either, which would be needed to support the Delhi Sands Flower-loving Fly (*Rhaphiomidas terminatus abdominalis*). To that end, Project Site conditions are inconsistent with those known to support Delhi Sands Flower-loving Fly populations in the region.

Raptors, Nesting Birds, and Bat Guano

No nesting birds, remnant raptor nests, or bat guano were detected at the Project Site. But the Project Site contains suitable habitat for burrowing owl and is within the Stephens' Kangaroo Rat (*Dipodomys stephensi*) Habitat Conservation Plan, and the Stephens' Kangaroo Rat Habitat Conservation Plan Mitigation Fee Assessment Area. But surveys for burrowing owl were negative, and no focused survey is required under the MSHCP or Stephens' Kangaroo Rat Habitat Conservation Plan for Stephens' Kangaroo Rat.

Wetlands and Waterways

The Project Site includes waters of the state but avoids waters of the United States. Locations within the Perris Valley Storm Drain bearing signs of an ordinary high water mark, have been specifically circumvented by the design of the Project's disturbance footprint. While flows from the Perris Valley Storm Drain do eventually merge with Canyon Lake, all potential impacts to waters of the United States are being deliberately avoided. However, the Project Site does extend into the upper earthen western exterior boundaries of the aforesaid human-made storm drainage facility. This area is void of vegetation and is regularly maintained to allow access to the structure. Even so, this location is coincident with a discernable bank line with topographic relief, and contributes, in a limited capacity, to water conveyance and connectivity downstream. Therefore, the Project Site includes 0.002 acre of waters of the state non-riparian ephemeral streambed, which constitute a total of 13 linear feet.

For the analysis within this section, all features that qualify as CDFW Section 1600 (et seq.) jurisdictional waters of the state are considered MSHCP riparian/riverine resources. Detailed delineation methods, results, and assumptions are presented within Appendix F of the General Biological Resources Assessment.

MSHCP Riparian/Riverine Access, and Vernal Pools

Vegetation communities associated with riparian systems and vernal pools are depleted natural vegetation communities because they have declined throughout Southern California during past decades. In addition, they support a large variety of special-status wildlife species. Most species associated with riparian/riverine areas are covered species under the MSHCP (under Section 6.1.2 of MSHCP). The MSHCP has specific policies and procedures regarding the evaluation and conservation of riparian/riverine resources (including riparian vegetation) and vernal pools because it supports MSHCP covered species. Thus, the MSHCP classification of riparian/riverine includes both riparian (depleted natural vegetation communities) as well as ephemeral drainages that are natural in origin but may lack riparian vegetation.

The Project Site does not contain vernal pools or other ephemeral ponds with the potential to support listed fairy shrimp.

The Project Site contains MSHCP riparian/riverine resources, outside criteria cells. Riparian/riverine resources are limited to the Perris Valley Storm Drain's upper earthen western exterior boundaries. This area is void of vegetation and is regularly maintained to allow access to the structure. Nonetheless, this location coincides with a discernable bank line with the topographic relief and contributes, albeit in a limited capacity, to water conveyance and connectivity downstream to Canyon Lake. Therefore, the Project Site includes 0.002 acre of non-riparian riverine resources which constitute a total of 13 linear feet.

4.3.2 Thresholds of Significance

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

- **Threshold BIO-1:** Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- **Threshold BIO-2:** Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- **Threshold BIO-3:** Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, and coastal) through direct removal, filling, hydrological interruption, or other means.
- **Threshold BIO-4:** Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

- **Threshold BIO-5:** Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- **Threshold BIO-6:** Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

4.3.3 Regulatory Requirements

No regulatory requirements are applicable to the Project.

4.3.4 Environmental Impacts

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

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

There are no Perris Valley Commerce Center Specific Plan (PVCCSP) Standards or Guidelines applicable to the analysis of biological resources for the Project. The PVCCSP EIR includes mitigation measures for potential impacts to biological resources. These mitigation measures are incorporated as part of the Proposed Project and are assumed in the analysis presented in this section.

MM Bio 1 In order to avoid violation of the [Migratory Bird Treaty Act] and the California Fish and Game Code, site preparation activities (removal of trees and vegetation) for all PVCC implementing development and infrastructure projects shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species.

If site-preparation activities for an implementing project are proposed during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologist prior to the issuance of grading permits for such project, to determine if active nests of species protected by the [Migratory Bird Treaty Act] or the California Fish and Game Code are present in the construction zone. If active nests are not located within the implementing project area and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected (under [the Migratory Bird Treaty Act] or California Fish and Game

Code) bird nests (non-listed), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active.

MM Bio 2 Project-specific habitat assessments and focused surveys for burrowing owls will be conducted for implementing development or infrastructure projects within burrowing owl survey areas. A pre-construction survey for resident burrowing owls will also be conducted by a qualified biologist within 30 days prior to commencement of grading and construction activities within those portions of implementing project sites containing suitable burrowing owl habitat and for those properties within an implementing project site where the biologist could not gain access. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP.

If active nests are identified on an implementing project site during the pre-construction survey, the nests shall be avoided or the owls actively or passively relocated. To adequately avoid active nests, no grading or heavy equipment activity shall take place within at least 250 feet of an active nest during the breeding season (February 1 through August 31), and 160 feet during the non-breeding season.

If burrowing owls occupy any implementing project site and cannot be avoided, active or passive relocation shall be used to exclude owls from their burrows, as agreed to by the City of Perris Planning Division and the [CDFW]. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing 1-way doors in burrow entrances. These 1-way doors allow the owl to exit the burrow, but not enter it. These doors shall be left in place 48 hours to ensure owls have left the burrow. Artificial burrows shall be provided nearby. The implementing project area shall be monitored daily for 1 week to confirm owl use of burrows before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. The [CDFW] shall be consulted prior to any active relocation to determine acceptable receiving sites available where this species has a greater chance of successful long-term relocation. If avoidance is infeasible, then a DBESP will be required, including associated relocation of burrowing owls. If conservation is not required, then owl relocation will still be

required following accepted protocols. Take of active nests will be avoided, so it is strongly recommended that any relocation occur outside of the nesting season.

MM Bio 3 Project-specific delineations will be required to determine the limits of [Army Corps], [Regional Water Board], and [CDFW] jurisdiction for implementing projects that may contain jurisdictional features. Impacts to jurisdictional waters will require authorization by the corresponding regulatory agency. If impacts are indicated in an implementing project-specific delineation, prior to the issuance of a grading permit, such implementing projects will obtain the necessary authorizations from the regulatory agencies for proposed impacts to jurisdictional waters. Authorizations may include, but are not limited to, a Section 404 permit from the [Army Corps], a Section 401 Water Quality Certification from the [Santa Ana Regional Water Board], and a Section 1602 Streambed Alteration Agreement from [the] [CDFW].

MM Bio 4 Project-specific mapping of riparian and unvegetated riverine features will be required for implementing projects pursuant to Section 6.1.2 of the MSHCP. For areas not excluded as artificially created, the MSHCP requires 100 percent avoidance of riparian/riverine areas. If for any implementing project avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation to offset the loss of functions and values as they pertain to the MSHCP covered species. Riparian vegetation will also need to be evaluated for the least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo.

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

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

Impact Analysis

The PVCCSP EIR concludes that with implementation of identified mitigation measures, development of allowed uses and infrastructure projects identified in the PVCCSP would not cause direct or indirect impacts to species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW (City of Perris 2011).

The following discussion examines the potential impacts to candidate, sensitive, or special-status plant and wildlife species that would occur as a result of Project implementation. Impacts can occur in two forms: direct and indirect. Direct impacts are those that involve the loss, modification or disturbance of plant communities, which in turn, directly affect the flora and fauna of those habitats. Direct impacts also include the removal of individual plants or animals, which may also directly affect regional population numbers of a species or result in the physical isolation of

populations thereby reducing genetic diversity and population stability. Indirect (or secondary) impacts pertain to those impacts that result in a change to the physical environment, but which is not immediately related to a project.

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

Direct Impacts to Special-Status Plants

Biological surveys completed by Noreas Inc. indicated that the study area included no Fish and Wildlife Service-designated critical habitat for plants (refer to Figure 8 of the General Biological Technical Report in Appendix D). Additionally, the Project Site does not include the substantive habitat requirements necessary to support special-status flora. Survey results confirm that there is no habitat present at the Project Site for MSHCP Narrow Endemic and Criteria Area Sensitive Plant Species either. Therefore, potential impacts to special-status plant species would be less than significant and no mitigation is required.

Direct Impacts to Special-Status Animals

As previously discussed, no special-status wildlife species were observed within the study area during field surveys completed by Noreas Inc. As the Project Site is within a mapped MSHCP Survey Area for Burrowing Owl, focused surveys for burrowing owl were warranted. Other wildlife species detected during the surveys are listed in Appendix D of the General Biological Resources Assessment.

The substantive habitat requirements needed to support the burrowing owl were observed within portions of the Project Site. No burrowing owls or their characteristic sign were detected. While no burrowing owls were detected during field surveys, there is potential for the Proposed Project to have direct impacts on burrowing owls during ground-disturbing activities. If burrowing owls are present at the Project Site at the time ground-disturbing activities commence, impacts to the species would be significant and mitigation would be required. The Project Owner/Developer

would be required to comply with a previously identified mitigation measure (i.e., MM Bio 2) from the PVCCSP EIR, which ensures that pre-construction surveys are conducted for the burrowing owl to determine the presence or absence of the species at the Project Site. The City of Perris has replaced PVCCSP EIR mitigation measure MM Bio 2 with Project-level mitigation measure MM BIO-1 based on input from the CDFW. If present, the mitigation measure provides performance criteria that requires avoidance or relocation of burrowing owls in accordance with CDFW protocol. With implementation of the required mitigation, potential direct impacts to the burrowing owl would be reduced to a less than significant level.

Indirect Impacts to Special-Status Biological Resources

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

The Proposed Project's 29.85-acre permanent disturbance footprint is located within a negligible amount of known Public/Quasi-Public lands. The Proposed Project would directly impact 0.002 acre of Public/Quasi-Public lands. Notably, the impacts would be limited to the upper earthen western exterior boundaries of the Perris Valley Storm Drain where there is no native vegetation. This area is regularly maintained to allow access to the structure. Therefore, the lands proposed for impact do not provide any biological function to the MSHCP Section 6.1.2 species, or Planning Species identified within the Mead Valley Area Plan. No habitat for the plants identified in Section 6.1.2 were detected in associated with this area either, including any Narrow Endemic Plants or Criteria Area Plants. This location does not provide suitable habitat for the burrowing owl either. In summary, the biological functions of area, with the exception of water conveyance, are virtually indistinguishable from the surrounding uplands. Additionally, Crotch's bumblebee (*Bombus crotchii*) was assessed, and it was ultimately determined that the combination of a disturbed environment, dominance of non-native vegetation, lack of suitable nesting sites, and limited foraging opportunities would make the Project Site unlikely for Crotch's bumblebee to be present. Therefore, potential impacts would be less than significant in this regard and no mitigation is required.

Significance of Impact

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

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

Impact Analysis

The PVCCSP EIR concludes that with implementation of identified mitigation measures, development of allowed uses and infrastructure projects identified in the PVCCSP would not result in significant impacts to riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW (City of Perris 2011).

Riparian Vegetation and Sensitive Vegetation Communities

The Proposed Project would impact 0.002 acre of waters of the state (non-riparian ephemeral streambed). However, the portion of the Project Site that extends into the earthen exterior boundaries of the Perris Valley Storm Drain is void of vegetation and maintained to allow access to the drainage structure. Therefore, potential impacts would be less than significant and no mitigation is required.

MSHCP Riparian/Riverine Areas

The Project Site extends into the upper earthen western exterior boundaries of the Perris Valley Storm Drain facility. As previously stated, the Proposed Project would impact 0.002 acre of waters of the state non-riparian ephemeral streambed, which constitutes a total of 13 linear feet. As previously mentioned, this location coincides with a discernable bank line with topographic relief and contributes (in a limited capacity) to water conveyance and connectivity downstream to Canyon Lake. Thus, consultation with the appropriate responsible resource agency (i.e., the CDFW, the Regional Water Quality Control Board, etc.) is warranted prior to undertaking ground-disturbing activities within or immediately adjacent to the Perris Valley Storm Drain. The Project Owner/Developer would be required to comply with previously identified PVCCSP EIR mitigation measures (i.e., MM Bio 3 and MM Bio 4). PVCCSP EIR mitigation measure MM Bio 3 would minimize adverse effects to special aquatic resource areas that have the potential to occur within the Project Site limits and on adjacent lands. PVCCSP EIR mitigation measure MM Bio 4 would require that a Determination of Biologically Equivalent or Superior Preservation (DBESP) be drafted and approved by the City. Compliance with PVCCSP EIR mitigation measures would allow the Project Owner/Developer to complete any necessary discretionary permits/authorizations if avoidance of special aquatic resource areas is not possible. No additional Project-specific mitigation is required and potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.3.4.3 Threshold BIO-3: Wetlands

Impact Analysis

The PVCCSP EIR concludes that with implementation of identified mitigation measures, development of allowed uses and infrastructure projects identified in the PVCCSP would not have a significant impact on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means (City of Perris 2011).

Wetlands

The Project Site does not contain any state or federally protected wetlands; therefore, no impacts to state or federally protected wetlands would occur as a result of construction of the Proposed Project.

Jurisdictional Waters

As previously discussed, the Project Site would impact 0.002 acre of waters of the state non-riparian ephemeral streambed (13 linear feet). The Project Owner/Developer would be required to comply with the previously identified PVCCSP EIR mitigation measure MM Bio 3, which requires the Proposed Owner/Developer to obtain authorization by the corresponding regulatory agency. Additionally, implementation of PVCCSP EIR mitigation measure MM Bio 4 would require a separate DBESP report to address the unavoidable permanent impacts to 0.002 acre of MSHCP riparian/riverine resources. No additional Project-specific mitigation is required and potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

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

Impact Analysis

The PVCCSP EIR concludes that development of allowed uses and infrastructure projects identified in the PVCCSP would not directly or indirectly impact or impede the use of any recognized wildlife nursery sites and the impact was found to be less than significant. Furthermore, the PVCCSP EIR concluded that implementation of mitigation would even further reduce impacts (City of Perris 2011).

The Project Site's developed and disturbed land cover has substantially decreased its value as suitable breeding, nesting, and foraging habitat for native species. Furthermore, the Project Site has limited (if any) value as a low-quality migration corridor or overland dispersal habitat for wildlife because it is severely movement constrained by the surrounding residential, industrial, and commercial developments, and public infrastructure. However, the substantive habitat requirements needed to support burrowing owl were observed within the Proposed Project's

ground disturbance footprint. Thus, there is potential for the Proposed Project to interfere with or impact the movement of burrowing owls, which would result in potentially significant impacts. The Project Owner/Developer would be required to comply with PVCCSP EIR mitigation measure MM Bio 2, which ensures that pre-construction surveys are conducted for the burrowing owl to determine the presence or absence of the species at the Project Site. The City of Perris has replaced PVCCSP EIR mitigation measure MM Bio 2 with Project-level mitigation measure MM BIO-1 based on input from the CDFW.

The Project Owner/Developer would also be required to comply with a previously identified mitigation measure (i.e., MM Bio 1) from the PVCCSP EIR, which would ensure that pre-construction surveys are conducted for nesting birds protected by the federal Migratory Bird Treaty Act during the breeding season to determine presence or absence prior to disturbance of habitat with the potential to support nesting birds. The City has replaced PVCCSP EIR mitigation measure MM BIO-1 with Project-level mitigation measure MM BIO-2 based on input from the CDFW. If nesting birds are present, the mitigation requires avoidance of active bird nests in conformance with accepted protocols and regulatory requirements. With implementation of the required mitigation, potential direct impacts to nesting birds protected by the federal Migratory Bird Treaty Act would be reduced to a less than significant level.

Significance of Impact

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

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

Impact Analysis

The PVCCSP EIR concludes that with payment of MSHCP fees and compliance with the MSHCP, development of allowed uses and infrastructure projects identified in the PVCCSP would not conflict with any local policies or ordinances protecting biological resources (City of Perris 2011).

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

Forestry Board and is responsible for implementing the City's tree policies and programs, as well as setting the direction and scope of tree-related activities.

As previously stated, during field surveys, the study area (including the Project Site and adjacent lands) was observed to include three types of vegetation communities: Developed/Disturbed, Ruderal, and River Wash. These are further described above in Section 4.3.1, Environmental Setting. No trees were observed within the Project Site. Additionally, field surveys have shown that the Project Site has been graded and cleared. Therefore, the Proposed Project would not remove any trees which would result in violation of the City's ordinance related to Urban Forestry.

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

Significance of Impact

Less Than Significant Impact.

4.3.4.6 Threshold BIO-6: Conflict with Habitat Conservation Plan

Impact Analysis

The PVCCSP EIR concludes that with implementation of identified mitigation measures, development of allowed uses and infrastructure projects identified in the PVCCSP would not conflict with the provisions of an adopted habitat conservation plan, natural conservation community plan, or other approved local, regional, or state conservation plan (City of Perris 2011).

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

Project Relation to Reserve Assembly

The Project Site is within the Mead Valley Area Plan and the San Jacinto Habitat Management Unit of the Western Riverside County MSHCP, but the Project Site does not occur within the boundaries of any MSHCP established Subunit, Cell Group, Criteria Cell, Linkages/Cores, Conserved Lands, or RCA Easements. As such, the Proposed Project is not required to set aside conservation lands pursuant to the Western Riverside County MSHCP and the Proposed Project is not subject to the MSHCP's HANS process or Joint Project Review. Accordingly, the Proposed Project would not conflict with the Western Riverside County MSHCP Reserve Assembly requirements and no impact would occur.

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

The MSHCP requires that an assessment be completed if impacts to riparian/riverine areas and vernal pools could occur from construction in support of the Proposed Project. According to the MSHCP, the documentation for the assessment shall include mapping and a description of the functions and values of the mapped areas with respect to the species listed in Section 6.1.2 of the MSHCP, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools. The Proposed Project would permanently impact approximately 0.002 acre (13 linear feet) of MSHCP non-riparian riverine resources within the upper earthen western exterior boundaries of the Perris Valley Storm Drain, located in the southern portion of the Project Site. Given the low quality of riparian habitat as in the MSHCP Consistency Analysis, the Project Site does not provide suitable habitat for riparian species including least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo. Impacts to riparian/riverine areas must be mitigated such that the resulting Project, with mitigation, is biologically equivalent or superior to the existing site conditions. As such, a DBESP is required, which represents a potentially significant impact.

A separate DBESP report will be provided after Project approval addressing the unavoidable permanent impacts to 0.002 acre of MSHCP riparian/riverine resources. Impacts would be offset through the purchase of rehabilitation or re-establishment credits at the Riverpark Mitigation Bank or an equivalent institution/organization. Furthermore, it is presumed that these credits/biological functions for Section 6.1.2 species are superior compared with the lack of biological functions associated with the non-vegetated and regularly maintained western bank of the Perris Valley Storm Drain, detailed above. As such, the proposed mitigation would be at least equivalent, if not superior, to avoidance of the ditches. Proof of purchase of credits would be provided to the RCA and wildlife agencies prior to any impacts to riverine resources.

No vernal pools occur at the Project Site; therefore, no impact to vernal pools or vernal pool species including listed fairy shrimp will occur as a result of the Proposed Project.

Protection of Narrow Endemic Plants

The Proposed Project lies within a predetermined survey area for the following MSHCP Narrow Endemic Plant Species:

- San Diego ambrosia (*Ambrosia pumila*)
- Spreading navarretia (*Navarretia fossalis*)
- California Orcutt grass (*Orcuttia californica*); and
- Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*)

However, based on the results of the field surveys conducted on February, March, and April of 2022 and June of 2023, potential habitat is not present at the Project Site for MSHCP Narrow Endemic Plant Species. According to MSHCP guidelines, focused surveys are not required for MSHCP Narrow Endemic Plant Species when suitable habitat is not present at the Project Site, even when a project is located within a predetermined MSHCP Narrow Endemic Plant Species Survey Area (Riverside County 2003). Therefore, the Proposed Project would be consistent with Section 6.1.3 of the MSHCP.

Guidelines Pertaining to Urban/Wildland Interface

The MSHCP Urban/Wildlands Interface Guidelines (Section 6.1.4) are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area. As the MSHCP Conservation Area is assembled, development is expected to occur adjacent to the conservation area. Future development in proximity to the MSHCP Conservation Area, and in this instance Public/Quasi-Public lands, may result in edge effects with the potential to adversely affect biological resources within the conservation area. To minimize such edge effects, the guidelines shall be implemented in conjunction with review of individual public and private development projects in proximity to the MSHCP Conservation Area and address drainage, toxins, lighting, noise, invasive species, barriers, and grading/land development.

Indirect effects are those effects that give rise to delayed, secondary effects. Examples of indirect effects include fragmentation, increased levels of environmental toxins, plant and wildlife dispersal interruption, increased risk of fire, construction noise, and invasion of non-native animals and plants, which stresses or alters competition among natives. Indirect effects are those that can be assumed to increase mortality, reduce productivity, and reduce the functions and values of natural open space for native species.

The Project Site and its surrounding environs have been routinely disturbed and maintained for decades, and do not comprise a wildlife movement corridor; rather, the area is already fragmented by existing industrial development, the I-215 Freeway, and nearby residences. The development of an industrial building and its associated improvements would not result in further fragmentation

than what already exists and will not result in lower functions and values of natural open space for native species or other effects associated with such natural open space.

As discussed previously, the Project Site includes a small portion of Public/Quasi-Public lands within the MSHCP Conservation Area. As previously mentioned, any location within the Perris Valley Storm Drain bearing signs of an ordinary high water mark has been specifically circumvented by the design of the Proposed Project's disturbance footprint. While flows from the Perris Valley Storm Drain do eventually merge with Canyon Lake, all potential impacts to the main channel are being deliberately avoided. The Project Site also extends into the upper earthen western exterior of the Perris Valley Storm Drain, but the area is void of vegetation and maintained to allow easy access to the drainage structure. Thus, drainage flows would be preserved and mimic pre-Project conditions.

Therefore, the MSHCP Urban/Wildland Interface Guidelines do not apply to the Proposed Project. As such, the Proposed Project would be consistent with the biological requirements of the MSHCP, specifically pertaining to the MSHCP Urban/Wildlands Interface Guidelines

Additional Survey Needs and Procedures

In accordance with Section 6.3.2 of the MSHCP, Additional Survey Needs and Procedures, additional surveys may be needed for certain species to achieve coverage for these species. The query of the RCA MSHCP Information Map and review of the MSHCP determined that the Project Site is located within the designated survey area for plants and burrowing owl as depicted on Figure 6-4 within Section 6.3.2 of the MSHCP. Field surveys conducted during February, March, and April of 2022, and June of 2023 concluded that within the study area, there are no special-status plant species and potential habitat is not present to support the MSHCP Criteria Area Plant Species.

As discussed under Threshold BIO-1, the required focused surveys for burrowing owl have been conducted and no burrowing owls were observed at or within 500 feet of the Project Site. Numerous low-quality potential burrows were observed within the study area. As a result, burrowing owl are presumed to be absent from the Project Site. However, a pre-construction survey for resident burrowing owls would occur within 30 days prior to commencement of grading or construction activities as required by PVCCSP EIR mitigation measure MM Bio 2 as subsequent replaced by Project-specific mitigation measure MM BIO-1. As the Project Site does not occur within amphibian or mammal survey areas, no amphibian or mammal surveys are required.

Significance of Impact

No Impact.

4.3.5 Cumulative Impacts

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

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

As discussed under the analysis of Threshold BIO-1, the Project Site does not contain any special-status plant species. Additionally, the Project Site does not include the substantive habitat requirements necessary to support special-status flora. The Project Site may contain burrowing owls, but compliance with Project-specific mitigation measure MM BIO-1 would reduce potential impacts to burrowing owls to less than significant levels. Due to the relatively small population of this species at the Site and the heavily disturbed nature of the Site, potential impacts would be less than cumulatively significant in this regard.

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

The Proposed Project would permanently impact approximately 0.002 acre of MSHCP riparian areas. The loss of MSHCP riparian areas would be a cumulatively considerable impact under CEQA and would trigger a DBESP under the MSHCP to identify appropriate mitigation to provide for biologically equivalent or superior habitat. With PVCCSP EIR mitigation measures MM Bio 3 and MM Bio 4, Project impacts to the MSHCP riparian areas would be reduced to less than significant levels and impacts would not be cumulatively considerable.

4.3.5.3 Cumulative Threshold BIO-3: Wetlands

The Proposed Project would permanently impact approximately 0.002 acre of waters of the state (jurisdictional waters); therefore, a cumulatively considerable impact would occur. The Proposed Project Owner/Developer would implement PVCCSP EIR mitigation measures MM Bio 3 and MM Bio 4. Project impacts to jurisdictional waters would be less than significant and impacts would not be cumulatively considerable.

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

The Proposed Project would remove vegetation that has the potential to support nesting birds protected by federal and state regulations. A wide range of habitat and vegetation types have the potential to support nesting birds; therefore, it is likely that other development projects within the cumulative study area also may impact nesting birds. However, the Proposed Project, like all other development activities in the cumulative study area, would be required to comply with state and federal law to preclude impacts to nesting birds. Additionally, the Project Owner/Developer would be required to comply with a previously identified mitigation measure (i.e., MM Bio 1) from the PVCCSP EIR which the City has replaced with Project-level mitigation measure MM BIO-2 based on input from the CDFW. The Proposed Project's potential impact to nesting birds would be cumulatively considerable absent compliance to state and federal regulations and implementation of mitigation.

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

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

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

The Project Site is subject to the Western Riverside County MSHCP and its survey requirements for the burrowing owl. As previously discussed in Thresholds BIO-1 and BIO-6, the Proposed Project would be consistent with the Western Riverside County MSHCP, and no cumulatively considerable impact would occur.

4.3.6 Level of Significance Before Mitigation

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

The Project Site does not contain any special-status plant species. Additionally, the Project Site does not include the substantive habitat requirements necessary to support special-status flora. The Project Site may contain burrowing owls, which is potentially significant without mitigation.

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

The Proposed Project would not have an adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or U.S. Fish and Wildlife Service.

4.3.6.3 Threshold BIO-3: Wetlands

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

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

The Proposed Project would remove vegetation that has the potential to support nesting birds protected by federal and state regulations. A wide range of habitat and vegetation types have the potential to support nesting birds, which is considered potentially significant without mitigation.

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

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

4.3.6.6 Threshold BIO-6: Conflict with Habitat Conservation Plan

The Proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state Habitat Conservation Plan.

4.3.7 Mitigation Measures

MM BIO-1 The Project Owner/Developer shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of construction activities (i.e., vegetation clearing, grubbing, tree removal, site watering) at the Project Site. The pre-construction survey shall include the Project Site and all suitable burrowing owl habitat within a 500-foot buffer and shall be conducted in accordance with the current Burrowing Owl Survey Instructions for the Western Riverside MSHCP. The results of the survey shall be submitted to the City and the California Department of Fish and Wildlife (CDFW) within 3 days of survey completion and prior to obtaining a grading permit. If ground-disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls.

If no burrowing owls are observed during the survey, site preparation and construction activities may begin with an approved grading plan.

If burrowing owl are found to be present, then avoidance or minimization measures shall be undertaken in consultation with the City, the CDFW, and the U.S. Fish and Wildlife Service. The CDFW shall be sent written notification within 48 hours of the detection of the burrowing owls. No construction activities shall occur until no sign is present that the burrows are being used by adult or juvenile owls or following CDFW approval of a Burrowing Owl Plan as described below.

The Project biologist and Project Owner/Developer shall coordinate with the City, the CDFW, and the Fish and Wildlife Service to develop a Burrowing Owl Plan in accordance with the guidelines in the CDFW Staff Report on Burrowing Owl (March 2012). The Burrowing Owl Plan shall describe proposed avoidance, relocation, monitoring, minimization, and mitigation actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls or information on the adjacent or

nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. The Project Owner/Developer shall implement the Burrowing Owl Plan following CDFW and Fish and Wildlife Service review and concurrence. A final report shall be prepared by the Project biologist documenting the results of the Burrowing Owl Plan and detailing avoidance, minimization, and mitigation measures. The final report shall be submitted to the City and the CDFW within 30 days of completion of the Burrowing Owl Plan requirements.

If burrowing owls occupy the Project Site after Project activities have started, then construction activities shall be halted immediately. The Project Owner/Developer shall notify the City and the City shall notify the CDFW and the Fish and Wildlife Service within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.

MM BIO-2 Site preparation activities (such as ground disturbance, construction activities, staging equipment, or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.

If site preparation activities are proposed during the nesting/breeding season, the Project Owner/Developer shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Project to determine if active nests of species protected by the Migratory Bird Treaty Act or the California Fish and Game Code are present in the construction zone. The Project biologist shall be experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.

The pre-activity field surveys shall include the Project Site and adjacent areas where Project activities have the potential to cause nest failure. The surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project Site preparation activities. The surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. The survey duration shall take into

consideration the size of the Project Site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.

If no nesting birds are observed during the survey, site preparation and construction activities may be conducted during the nesting/breeding season.

If active nests or nesting birds (including nesting raptors) are located during the pre-activity field survey, the Project biologist shall establish avoidance or minimization measures in consultation with the City of Perris and the CDFW. Measures shall include the establishment of a conservative avoidance buffer surrounding the nest based on the Project biologist's best professional judgment and experience. The Project biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the Project biologist determines that such Project activities may be causing an adverse reaction, the Project biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The Project biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City for mitigation monitoring compliance record keeping.

4.3.8 Level of Significance After Mitigation

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

The Project Site may contain burrowing owls, but compliance with Project-specific mitigation measure MM BIO-1 would reduce potential impacts to burrowing owls to less than significant levels.

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

With incorporation of mitigation measure MM BIO-2, potential impacts to nesting birds would be less than significant.

4.4 Cultural Resources

This section evaluates the potential for impacts on cultural resources resulting from implementation of The Cubes at Placentia Industrial Project (Proposed Project) and identifies known and potential cultural resources on the Project Site. Information presented in this section is primarily based on the following document:

- Cultural and Paleontological Resources Assessment Report for the Placentia Avenue Industrial Project, Riverside County, California prepared by Cogstone (2025) and included in Appendix E of this Environmental Impact Report (EIR)

One comment from the Native American Heritage Commission (NAHC) was received in response to the Notice of Preparation regarding tribal cultural resources. The NAHC summarized the requirements for Native American consultation pursuant to Senate Bill (SB) 18 and Assembly Bill (AB) 52 and provided standard guidance on the scope of the analysis of potential impacts to Native American resources and recommendations for mitigation. At the Draft EIR public scoping meeting on December 19, 2023, no comments regarding cultural resources were received from Planning Commissioners, organizations' representatives, or members of the public.

4.4.1 Environmental Setting

4.4.1.1 Regulatory Setting

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

Federal

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

The National Historic Preservation Act of 1966 established the National Register of Historic Places as the official federal list of cultural resources that have been nominated by state offices for their historical significance at the local, state, or national level. Listing in the National Register of Historic Places provides recognition that a property is significant to the nation, the state, or the community and assumes that federal agencies consider historical value in the planning for federal and federally assisted projects. Properties listed in the National Register of Historic Places or determined eligible for listing must meet certain criteria for historical significance and possess

integrity of form, location, and setting. Structures and features must usually be at least 50 years old to be considered for listing in the National Register of Historic Places, barring exceptional circumstances. Criteria for listing in the National Register of Historic Places, which are set forth in the Code of Federal Regulations, Title 36, Part 60.4, are as follows: the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:

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

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

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

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

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

prehistoric or historical resources survey, excavation, or other study conducted in connection with a federal action, assistance, license, or permit.

State

Assembly Bill 52: Native Americans: California Environmental Quality Act

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California Native American Tribes as part of the California Environmental Quality Act (CEQA) and equates significant impacts on Tribal Cultural Resources with significant environmental impacts (California Public Resources Code, Section 21084.2). California Public Resources Code, Section 21074, defines Tribal Cultural Resources as follows:

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

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

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

in the adopted Mitigation Monitoring and Reporting Program if the mitigation measures were determined to avoid or lessen a significant impact on a Tribal Cultural Resource.

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

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

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

California Government Code, Sections 6254(r) and 6254.10

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

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

California Health and Safety Code, Section 7050.5, addresses the protection of human remains discovered in any location other than a dedicated cemetery and makes it a misdemeanor for any person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law, except as provided in California Public Resources Code, Section 5097.99. It further states that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains will occur until the coroner of the county in which the human remains are

discovered has determined that the remains are not subject to the provisions concerning investigation of the circumstances, manner, and cause of any death and that the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to their authorized representative, in the manner provided in California Public Resources Code, Section 5097.98. If the county coroner determines that the remains are not subject to their authority and if the county coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, they shall contact, by telephone and within 24 hours, the NAHC. Whenever the NAHC receives notification of a discovery of Native American human remains from the county coroner, the agency shall immediately notify the most likely decedent if it believes them to be the most likely descendant of the deceased Native American. The most likely descendant may inspect the site of the discovery and make recommendations on the removal or reburial of the remains.

California Register of Historical Resources

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

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

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

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

- **Criterion 1.** It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.

- **Criterion 2.** It is associated with the lives of persons important to local, California, or national history.
- **Criterion 3.** It embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values.
- **Criterion 4.** It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

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

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

Senate Bill 18: Traditional Tribal Cultural Places

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

Local

City of Perris General Plan

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

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

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

Implementation Measures

- **IV.A.1:** For all private and public projects involving new construction, substantial grading, or demolition, including infrastructure and other public service facilities, staff shall require appropriate surveys and necessary site investigations in conjunction with the earliest environmental document prepared for a project.
- **IV.A.2:** For all projects subject to CEQA, applicants will be required to submit results of an archaeological records search request through the Eastern Information Center, at the University of California, Riverside.
- **IV.A.3:** Require Phase I Surveys for all projects located in areas that have not previously been surveyed for archaeological or historic resources, or which lie near areas where archaeological and/or historic sites have been recorded.
- **IV.A.5:** Identify and collect previous surveys of cultural resources. Evaluate such resource and consider preparation of a comprehensive citywide inventory of cultural resources including both prehistoric sites and man-made resources.
- **IV.A.6:** Create an archive for the City wherein all surveys, collections, records and reports can be centrally located.
- **IV.A.7:** Strengthen efforts and coordinate the management of cultural resources with other agencies and private organizations.

Perris Valley Commerce Center Specific Plan (PVCCSP)

A 1-mile cultural records search radius is required by the Perris Valley Commerce Center Specific Plan (Albert A Webb Associates 2011). This requirement now applies to all cultural resources assessments within the City.

4.4.1.2 Existing Conditions

The following sections describe the history of the Project Site and discuss known cultural resources, archaeological resources, and build environment resources in or around the project's area of potential effect. The area of potential effect includes area within a one-mile radius from the Project Site.

Cultural resources are the tangible or intangible remains or traces left by prehistoric or historical people who inhabited the Riverside region. They encompass both the built (post-1769) and archaeological environments. Cultural resources are typically in protected areas near water sources and multiple ecoregions and can include Traditional Cultural Places, such as gathering areas, landmarks, and ethnographic locations.

Prehistory

Prehistoric Period Paleo Indian, Archaic Period Milling Stone Horizon, and the Late Prehistoric Takic groups are the three general cultural periods represented in Riverside County. The discussion of the cultural history of Riverside County presented in the Cultural and Paleontological Resources Assessment, prepared by Cogstone in November 2023 (included in Appendix E), references the San Dieguito Complex, Encinitas Tradition, Milling Stone Horizon, La Jolla Complex, Pauma Complex, and San Luis Rey Complex, since these culture sequences have been used to describe archaeological manifestations in the region. The Late Prehistoric component present in the Riverside County area was represented by the Cahuilla, Gabrielino, and Luiseño Indians. Absolute chronological information, where possible, is incorporated in the Cultural and Paleontological Resources Assessment to examine the effectiveness of continuing to interchangeably use these terms. Reference is made to the geological framework that divides the culture chronology of the area into four segments: the late Pleistocene (20,000 to 10,000 YBP [years before the present]), the early Holocene (10,000 to 6,650 YBP), the middle Holocene (6,650 to 3,350 YBP), and the late Holocene (3,350 to 200 YBP). These periods are summarized below and further described in the Cultural and Paleontological Resources Assessment.

Paleo Indian Period (Late Pleistocene: 11,500 to circa 9,000 YBP): The Paleo Indian Period is associated with the terminus of the late Pleistocene. The environment during the late Pleistocene was cool and moist, which allowed for glaciation in the mountains and the formation of deep, pluvial lakes in the deserts and basin lands. However, by the terminus of the late Pleistocene, the climate became warmer, which caused glaciers to melt, sea levels to rise, greater coastal erosion, large lakes to recede and evaporate, extinction of Pleistocene megafauna, and major vegetation changes. Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using a more generalized hunting, gathering, and collecting adaptation utilizing a variety of resources including birds, mollusks, and both large and small mammals.

Archaic Period (Early and Middle Holocene: circa 9,000 to 1,300 YBP): Between 9,000 and 8,000 YBP, a widespread complex was established in the Southern California region, primarily along the coast. This complex is locally known as the La Jolla Complex, which is regionally associated with the Encinitas Tradition and shares cultural components with the widespread Milling Stone Horizon. The coastal expression of this complex appeared in the Southern California coastal areas and focused upon coastal resources and the development of deeply stratified shell middens that were primarily located around bays and lagoons. By 5,000 YBP, an inland expression of the La Jolla Complex is evident in the archaeological record, exhibiting influences from the Campbell Tradition from the north. These inland Milling Stone Horizon sites have been termed “Pauma Complex.” By definition, Pauma Complex sites share a predominance of grinding implements (manos and metates), lack mollusk remains, have greater tool variety (including atlatl dart points, quarry-based tools, and

crescentics), and seem to express a more sedentary lifestyle with a subsistence economy based upon the use of a broad variety of terrestrial resources. Although originally viewed as a separate culture from the coastal La Jolla Complex, it appears that these inland sites may be part of a subsistence and settlement system utilized by the coastal peoples. A more localized complex known as the Greven Knoll Complex is a redefined northern inland expression of the Encinitas Tradition and is broken into three phases. The shifts in food processing technologies during each of these phases indicate a change in subsistence strategies; although people were still hunting for large game, plant-based foods eventually became the primary dietary resource.

Late Prehistoric Period (Late Holocene: 1,300 YBP to 1790): Many Luiseño hold the world view that as a population they were created in Southern California; however, archaeological and anthropological data proposes a scientific perspective. Archaeological and anthropological evidence suggests that at approximately 1,350 YBP, Takic-speaking groups from the Great Basin region moved into the area that is now Riverside County, marking the transition to the Late Prehistoric Period. It is believed that Takic expansion occurred starting around 3,500 YBP moving toward Southern California, with the Gabrielino language diffusing south into neighboring Yuman (Hokan) groups around 1,500 to 1,000 YBP, possibly resulting in the Luiseño dialect. The Sutton model suggests that the Luiseño did not simply replace Hokan speakers but were rather a northern San Diego County/southern Riverside County area Yuman population who adopted the Takic language. This period is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversified and intensified during this period with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive, yet effective, technological innovations. Technological developments during this period included the introduction of the bow and arrow between A.D. 400 and 600 and the introduction of ceramics. Atlatl darts were replaced by smaller arrow darts, including Cottonwood series points. Other hallmarks of the Late Prehistoric Period include extensive trade networks as far-reaching as the Colorado River Basin and cremation of the dead.

Ethnohistory

Ethnohistoric and ethnographic evidence indicates that three Takic-speaking groups occupied portions of Riverside County: the Cahuilla, the Gabrielino, and the Luiseño. A discussion of the ethnohistoric and ethnographic background of the Project Site and surrounding areas is provided in Section 4.13, Tribal Cultural Resources, of this EIR.

History

Regional Context

The historic background of the area began with the Spanish colonization of Alta California. The first Spanish colonizing expedition reached Southern California in 1769 with the intention of converting and civilizing the indigenous populations, as well as expanding the knowledge of and

access to new resources in the region. In the late 18th century, the San Gabriel (Los Angeles County), San Juan Capistrano (Orange County), and San Luis Rey (San Diego County) missions began colonizing Southern California and gradually expanded their use of the interior valley (into what is now western Riverside County) for raising grain and cattle to support the missions. The San Gabriel Mission claimed lands in what is now Jurupa, Riverside, San Jacinto, and the San Geronimo Pass, while the San Luis Rey Mission claimed land in what is now Lake Elsinore, Temecula, and Murrieta. The indigenous groups who occupied these lands were recruited by missionaries, converted, and put to work in the missions. Throughout this period, the Native American populations were decimated by introduced diseases, a drastic shift in diet resulting in poor nutrition, and social conflicts due to the introduction of an entirely new social order.

While no missions were ever built in what would become Riverside County, many mission outposts (asistencias), were established in the early years of the nineteenth century to extend the missions' influence to the backcountry. Two outposts located in Riverside County include San Jacinto and Temecula. Mexico gained independence in 1822 and desecularized the missions in 1832, signifying the end of the Mission Period. By this time, the missions owned some of the best and most fertile land in Southern California. In order for California to develop, the land would have to be made productive enough to turn a profit. The new government began distributing the vast mission holdings to wealthy and politically connected Mexican citizens. The "grants" were called "ranchos." The treatment of Native Americans grew worse during the Rancho Period. Most of the Native Americans were forced off their land or put to work on the now privately-owned ranchos, most often as slave labor.

In 1846, war erupted between Mexico and the United States. In 1848, with the signing of the Treaty of Guadalupe Hidalgo, the region was annexed as a territory of the United States, leading to California becoming a state in 1850. This event generated a steady flow of settlers into the area, including gold miners, entrepreneurs, health-seekers, speculators, politicians, adventurers, seekers of religious freedom, and individuals desiring to create utopian colonies. In early 1852, the Native Americans of southern Riverside County, including the Luiseño and the Cahuilla, thought they had signed a treaty resulting in their ownership of all lands from Temecula to Aguanga east to the desert, including the San Jacinto Valley and the San Geronimo Pass. The Temecula Treaty also included food and clothing provisions for the Native Americans. However, Congress never ratified the treaties, and the promise of one large reservation was rescinded.

With the advent of the transcontinental railroad in 1869, land speculators, developers, and colonists began to invest in Southern California. The first colony in what was to become Riverside County was Riverside itself. By the late 1880s and early 1890s, there was growing discontent between Riverside and San Bernardino. In May 1893, voters living within portions of San Bernardino County (to the north) and San Diego County (to the south) approved the formation of Riverside County. Early business opportunities were linked to the agriculture industry, but commerce,

construction, manufacturing, transportation, and tourism also provided a healthy local economy. By the time of Riverside County's formation, Riverside had grown to become the wealthiest city per capita in the country due to the successful cultivation of the navel orange.

General History of the City of Perris

The Project Site is located within the former Rancho San Jacinto Nuevo y Portrero land grant. The rancho was granted to Miguel Pedorena by Mexican Governor Pío Pico in 1846. After Pedorena's death in 1850, the grant passed to his heirs under the guardianship of T.W. Sutherland. In 1881, the California Southern Railroad laid the tracks for the transcontinental route of the Santa Fe Railway through the plains, west of the Project Site. At this time, the area where the railroad was placed was referred to as the San Jacinto Plains. Surveying and construction of the railroad route was led by Patrick Thomas Perris, for whom the City of Perris was named. The railroad was completed in 1882, which allowed hundreds of settlers to enter the area for homesteading, most of them settling in Pinacate to the south. While still part of San Diego County, Rancho San Jacinto Nuevo y Portrero was patented to T.W. Sutherland, guardian of Miguel Pedorena's children, in 1883. In 1885, the citizens of Pinacate gathered together to create a more conveniently located station along the railroad route, and in 1886 the town site of Perris was established. In 1911, Perris became an incorporated city, relying heavily upon dry grain farming and citrus groves.

Although Perris generally remained agricultural throughout the 20th century, in recent years, the City has seen a growth in residential and industrial development. Today, many of the large agricultural fields have been developed into large logistics centers and warehouses servicing the greater Southern California region.

Project Site

Results of Records Search

A records search was conducted as part of the Cultural and Paleontological Resources Assessment. The California Historical Resources Information System from the Eastern Information Center located at the University of California, Riverside, which is the State of California's official cultural resource records repository for the County of Riverside was searched. The results of the records searches are provided in the Confidential Appendix to the Cultural and Paleontological Resources Assessment Report (Appendix E). According to the California Historical Resources Information System records, no cultural resources were previously recorded within the Project Site. Within the area of potential effect, a total of 35 cultural resource studies were conducted. As a result of these studies, 5 cultural resource properties were located within the area of potential effect. As described in Table 4.4-1, Cultural Resources Within 1-Mile Radius of the Project Site, these consist of one historic resource adjacent to the Project Site, one historic archaeological site within a quarter mile of the Project Site, two historic archaeological sites within a quarter to half mile of the Project Site and one historic built environment resource within a half to 1 mile of the Project Site.

Table 4.4-1. Cultural Resources Within 1-Mile Radius of the Project Site

Primary No. (P-33-)	Trinomial No. (CARIV-)	Resource Type/ Description	Year Recorded	Distance from Project Site (mi)	NRHP/CRHR
029118	013010	Historic Archaeological Site / The Perris Valley Storm Drain Channel, man-made trapezoidal earthen drainage channel and banks with paved pedestrian/bike path and dirt and gravel access road constructed in 1955 by the Riverside Flood Control and Water Conservation District. The drain is approximately 10 to 12 feet deep, 30 feet wide at the top, and 75 feet wide at the bottom.	2020	Adjacent	NRHP/CRHR – Not Eligible
007659		Historic Archaeological Site/ 2 metal “quonset hut” style structures and sunken cement walled ammunition bunker	1981	0.25–0.5	Unevaluated
011265	006726H	Historic Built Environment / Colorado River Aqueduct segment	2000; 2001; 2003; 2005; 2008; 2009; 2011; 2016; 2020	0.5–1	NR – 3S
028896		Historic Archaeological Site / Mid-twentieth century irrigation control system standpipe	2019	0.25–0.5	Unevaluated
029117		Historic Archaeological Site / Concrete pad and 4 metal footings	2020	0–0.25	CRHR – Not Eligible

Additionally, the records of the National Register of Historic Places Index, California Register of Historical Resources, Built Environment Resource Directory, California Historical Landmarks, and California Points of Historical Interest were also reviewed. None of these additional sources identified any potential resources within the Project Site boundaries.

Based on historical research and interviews (see Appendix E), the Project Site was undeveloped land in 1901. By 1938, it appears that the Project Site and adjacent properties were agriculturally developed. From 1938 to 2021, the Project Site was agriculturally developed or vacant land. From 1953 to at least 1979, a small structure was located adjacent to the southwest boundary, along Placentia Avenue (a well is depicted in the same location on the topographic maps).

According to the Commitment for Title Insurance, the title to the Project Site is currently vested:

- APN 300-170-003 and -004 – Hsiao Hsiang-Fen Wang, as surviving joint tenant
- APN 300-170-005 and -006 – Tung Hsun Wang and Ying Lang Wang as trustees of The 2006 Wang Family Trust, established on 06/21/06

- APN 300-170-011 – owned by The Lenox Family Trust, dated March 7, 2005, Robert C. Lenox and Sandra M. Lenox, Trustee
- APN 300-170-012, -013, and -014 – Peterson Development, LLC, a California Limited Liability Company
- APN 300-170-015 – owned by Emmanuel Leventakis, A Married Man Asas His Sole And Separate Property
- APN 300-170-016 – Victor Anthony Cuen and Denise Cuen, husband and wife and Victor Santos Cuen, an unmarried man as joint tenants
- APN 300-170-017 – Eric J. Kroencke, a married man as sole and separate property

Site Survey

Field surveys of the Project Site were conducted in April of 2022 and November of 2023. All undeveloped ground surface areas within the ground disturbance portion of the Project Site were examined for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools or fire-affected rock), soil discoloration that might indicate the presence of a cultural midden, soil depressions and features indicative of the former presence of structures or buildings (e.g., postholes, foundations), or historic-era debris (e.g., metal, glass, ceramics). Existing ground disturbances (e.g., cutbanks, ditches, animal burrows, etc.) were visually inspected. Photographs of the Project Site, including ground surface visibility and items of interest, were taken with a digital camera. According to the field survey, the Project Site has been previously disturbed. Previous disturbances include disking and clearing. No cultural resources, either historic or prehistoric, were discovered during the survey.

Additional historic research was conducted utilizing Bureau of Land Management General Land Office records associated with the Project Site. The Bureau of Land Management General Land Office records indicated that the Project Site was transferred to the State of California on January 9, 1883.

Aerial photographs show that the Project Site was not developed in the 1901 Elsinore (1:125,000) U.S. Geological Survey (USGS) historical topographic quadrangle map, the earliest known USGS map of the Project Site and remained undeveloped in the earliest U.S. Department of Agriculture (USDA) historical aerial photograph from 1938 (FrameFinder 1938). The 1942 Perris (1:62500) USGS topographic quadrangle map shows Wilson Avenue and Murrieta Road adjacent to the western and eastern boundaries of the Project Site. Additionally, USDA aerial photographs from 1953 and 1967 show that a portion of the Project Site has been disced or plowed (FrameFinder 1953, 1967). The 1959 Santa Ana (1:250,000) and 1967 Perris (1:24,000) USGS topographic quadrangle maps depict the Perris Valley Storm Drain (P- 3029118) in its current location running along the eastern boundary of the Project Site,

with the addition of a well in APN 300-170-003. This well is the only built environment feature within the Project Site on the most recent USGS topographic quadrangle map, the 1983 Santa Ana (1:100,000) map. USDA aerial photographs show no notable development from 1967 to 2018 within the Project Site (FrameFinder 1967; NETR 2018). Historic aerial photographs and maps show that between 1901 and 1983, the Project Site only contained one structure.

Archaeological Resources

No previously discovered archaeological resources were identified within the one-mile search radius by the Eastern Information Center records search. An archaeological field survey was conducted on April 6, 2022 and November 8, 2023 (to survey the then newly added parcel APN 300-170-010) to determine if cultural resources exist within the Project Site. No cultural or paleontological resources were observed.

Tribal Cultural Resources

Results of the NAHC Sacred Lands Files records search was positive. In accordance with the recommendations from the NAHC, Cogstone contacted all Native American consultants listed in the NAHC response letter. A detailed discussion of the Tribal Cultural Resources is provided in Section 4.13 of this EIR.

4.4.2 Thresholds of Significance

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

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

The Initial Study (Appendix A) determined that Threshold CUL-3 would have a less than significant impact and is not addressed further in this Draft EIR section.

4.4.3 Regulatory Requirements

The regulatory requirements for the discovery of human remains are reflected in Project-level mitigation measure MM CUL-2 as implemented by the City of Perris.

4.4.4 Environmental Impacts

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

There are no Standards and Guidelines included in the PVCCSP related to cultural resources. The PVCCSP EIR includes mitigation measures MM Cultural 1 through MM Cultural 4 and MM Cultural 6 relevant to the analysis of cultural resources impacts. PVCCSP EIR mitigation measure MM Cultural 1 below outlines the requirements for preparation of a Phase I Cultural Resources Study, which has been prepared for the Proposed Project and is included in Appendix E of this Draft EIR. Project-level mitigation measure MM CUL-1 presented under Section 4.4.7, Mitigation Measures, implements PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4, as it relates to archaeological and Tribal Cultural Resources and modified for the Proposed Project. PVCCSP EIR mitigation measure MM Cultural 6 related to human remains would be implemented through Project-level mitigation measure MM CUL-2.

MM Cultural 1 Prior to the consideration by the City of Perris of implementing development or infrastructure projects for properties that are vacant, undeveloped, or considered to be sensitive for cultural resources by the City of Perris Planning Division, a Phase I Cultural Resources Study of the subject property prepared in accordance with the protocol of the City of Perris by a professional archeologist shall be submitted to the City of Perris Planning Division for review and approval. The Phase I Cultural Resources Study shall determine whether the subject implementing development would potentially cause a substantial adverse change to any significant paleontological, archaeological, or historic resources. The Phase I Cultural Resources Study shall be prepared to meet the standards established by Riverside County and shall, at a minimum, include the results of the following:

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

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

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

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

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

The Phase I Cultural Resources Study submitted for each implementing development or infrastructure Project shall have been completed no more than three (3) years prior to the submittal of the application for the subject implementing development project or the start of construction of an implementing infrastructure project.

MM Cultural 2 If the Phase I Cultural Resources Study required under MM Cultural 1 determines that monitoring during construction by a professional archaeologist is needed for the implementing development project; the project proponent shall retain a professional archaeologist prior to the issuance of grading permits. The task of the archaeologist shall be to verify implementation of the mitigation measures identified in the approved Phase I Cultural Resources Study and to monitor the initial ground-altering activities¹ at the subject site for the unearthing of previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Planning

¹ For the purpose of this measure, ground-altering activities include, but are not limited to, debris removal, vegetation removal, tree removal, grading, trenching, or other site preparation activities. Initial ground-altering activities refer to the first time that the existing materials are altered by construction-related activities. Materials that have already been disturbed by construction-related activities do not require subsequent monitoring.

Manager and no grading activities shall occur at the site until the archaeologist has been approved by the City.

The archaeological monitor shall be responsible for maintaining daily field notes, a photographic record, and reporting all finds in a timely manner. The archaeologist shall also be equipped to record and salvage cultural resources that may be unearthed during initial ground-altering activities. The archaeologist shall be empowered to temporarily halt or divert construction equipment to allow recording and removal of the unearthed resources.

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

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

Once ground-altering activities have ceased or the professional archaeologist determines that monitoring activities are no longer necessary, monitoring

activities may be discontinued following notification to the City of Perris Planning Division.

A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to archaeological and/or cultural resources. A copy of the report shall also be filed with the Eastern Information Center (EIC).

- MM Cultural 3** If the Phase I Cultural Resources Study required under MM Cultural 1 determines that monitoring during construction by both a professional archaeologist and a Native American representative is needed for the implementing development project, the project proponent shall retain a professional archaeologist and a Native American representative of Luiseño descent prior to the issuance of grading permits. The professional archaeologist and Native American observer shall be required on site during all initial ground-altering activities. The Native American observer shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow the evaluation of cultural resources with the project archaeologist. The evaluation and treatment provisions of mitigation measure MM Cultural 2 shall apply to this measure.
- MM Cultural 4** In the event that cultural resources are discovered at a development site that is not monitored by a professional archaeologist, all activities in the immediate vicinity of the find shall stop, the project developer shall notify the City of Perris Planning Division, and the project developer shall retain a professional archaeologist to analyze the find for identification as prehistoric and historical archaeological resources. The evaluation and treatment provisions of mitigation measure MM Cultural 2 shall apply to this measure.
- MM Cultural 6** In the event that human remains (or remains that may be human) are discovered at the implementing development project site during grading or earthmoving, the construction contractors shall immediately stop all activities in the immediate area of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division and the coroner will be permitted to examine the remains.

If the coroner determines that the remains are of Native American origin, the coroner will notify the NAHC and the Commission will identify the “Most Likely

Descendent” (MLD).² Despite the affiliation of any Native American representatives at the site, the Commission’s identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of the Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation with the City of Perris, the project proponent, and the MLD. The City of Perris will be responsible for the final decision, based upon input from the various stakeholders.

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

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

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

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

² The “Most Likely Descendent” (“MLD”) is a reference used by the California Native American Heritage Commission to identify the individual or population most likely associated with any human remains that may be identified within a given project area. Under California Public Resources Code section 5097.98, the Native American Heritage Commission has the authority to name the MLD for any specific project and this identification is based on a report of Native American remains through the County Coroner’s office. In the case of the City of Perris, the Native American Heritage Commission may identify any Luiseño descendent, but generally names the Soboba or Pechanga bands of Mission Indians (both Luiseño populations) and alternates between the two groups. The City of Perris will recognize any MLD identified by the Native American Heritage Commission without giving preference to any particular population. In cases where the Native American Heritage Commission is not tasked with the identification of a Native American representative, the City of Perris reserves the right to make an independent decision based upon the nature of the proposed project.

4.4.4.1 Threshold CUL-1: Historical Resources

Impact Analysis

The PVCCSP EIR concludes that with implementation of identified mitigation measures, development of allowed uses and infrastructure projects identified in the PVCCSP would not conflict with or cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines (City of Perris 2011).

Under existing conditions, the Project Site is undeveloped and vacant. The California Historical Resources Information System records search indicated that no historic resources are contained within the boundaries of the Project Site. In addition, based on research of the multiple property owners since 1901, none of the property owners are identified as significant for their association with the property or for any contributions to California or local history. Furthermore, additionally, according to the field survey, the Project Site has been heavily disturbed and does not contain any historic or prehistoric resources.

As discussed in Section 4.4.1.2, Existing Conditions, of the five cultural resources previously documented within a 1-mile radius of the Project Site, only one resource, the Perris Valley Storm Drain Channel (P-33-029118) is adjacent to the Project Site has the potential to be impacted by the Proposed Project. Due to the distance to the Project Site, the other four resources do not require further consideration. However, the Perris Valley Storm Drain Channel adjacent to the Project Site was previously recorded and evaluated by Andrew Garrison of Brian F. Smith and Associates in June 2020, and it was determined that the segment adjacent to the Project Site is ineligible for National Register of Historic Places and California Register of Historical Resources listing under any criteria. Thus, the potential impacts to the Perris Valley Storm Drain Channel by the Proposed Project would not be considered significant. Implementation of the Project would not cause a substantial adverse change in the significance of a historical resource and impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.4.4.2 Threshold CUL-2: Archaeological Resources

Impact Analysis

The PVCCSP EIR concludes that with implementation of identified mitigation measures, development of allowed uses and infrastructure projects identified in the PVCCSP would not conflict with or cause a substantial adverse change in the significance of an archaeological resource, as defined in Section 15064.5 of the CEQA Guidelines (City of Perris 2011).

An archaeological field survey was conducted on April 6, 2022, and November 8, 2023 (to survey the then newly added parcel APN 300-170-010) to determine if cultural resources exist within the Project Site. The survey was completed in accordance with the City of Perris' environmental policies, including the PVCCSP, and CEQA significance evaluation criteria. According to the Cultural and Paleontological Resources Assessment, no resources were recorded within the Project Site and several portions of the site have been disturbed. While the Project Site has not historically been developed, it is likely there are various amounts of artificial fill on the site from previous developments nearby. As such, there is little potential for archaeological resources to the present or disturbed by the proposed development. Based on the records search and the results of the field survey, archaeological resources are not expected to occur on the Project Site. However, there could be a potential for archaeological resources to be uncovered in native soils during ground-disturbing activities, which could result in a significant impact.

Project-level mitigation measure MM CUL-1 in Section 4.4.7, which implements PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 as revised by the City for the Proposed Project, requires that an archaeological monitor and a Tribal representative be present during ground-disturbing activities, and identifies steps to be taken to protect any resources encountered. With implementation of Project-level mitigation measure MM CUL-1, potential impacts to archaeological resources would be reduced to a less than significant level.

Significance of Impact

Less Than Significant With Mitigation Incorporated.

4.4.5 Cumulative Impacts

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

4.4.5.1 Cumulative Threshold CUL-1: Historical Resources and Cumulative Threshold CUL-2: Archaeological Resources

As identified in the PVCCSP EIR, there are nine identified prehistoric sites (primarily milling slick sites [rocks used to crush grain]), but there are several sites exhibiting extensive pictographs (rock art), and a few small stone flake scatters. Ten historic archaeological sites occur within the City. However, none are located within the Perris Valley Commerce Center (PVCC) area, which includes the Project Site. These historic archaeological sites consist of the remnants (such as foundations) of historic buildings and/or ranch complexes. Ninety-one historic sites occur in the City limits and seven are located within the PVCC area. No known sites likely to contain human remains have been identified in the City of Perris.

Direct impacts to on-site cultural resources are site-specific. Each development proposal received by the City undergoes environmental review and would be subject to the same resource protection

requirements as the Proposed Project as outlined in the City of Perris General Plan and PVCCSP EIR, as applicable. If there is a potential for significant impacts on cultural resources, an investigation will be required to determine the nature and extent of the resources and to identify appropriate mitigation measures, including requirements such as those identified in this section. Based on the information presented in the required site-specific cultural resource studies, construction activities associated with the Proposed Project would not impact any known prehistoric archaeological resources and the likelihood of uncovering previously unknown archaeological resources during project construction are low due to the nature of the site and the magnitude of disturbance that has occurred on the site. Nonetheless, the potential exists for subsurface archaeological resource that meet the definition of a significant archaeological resource to be discovered within the Project Site – and other development project sites in the City – during construction activities. Therefore, without mitigation, the Proposed Project would result in a potentially cumulatively considerable contribution to a significant cumulative impact to archaeological resources, if such resources are unearthed during Project construction. The Proposed Project includes mitigation from the PVCCSP EIR, as revised by the City, to identify, recover, and/or record any cultural resource that may occur within the Project limits resulting in a less than significant impact (refer to Project-level mitigation measures MM CUL-1 and MM CUL-2 below). The City of Perris requires incorporation of similar measures in each development project. As such, the Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact to archaeological resources.

In as much as the City of Perris General Plan EIR and the PVCCSP EIR conclude that buildout under the City of Perris General Plan land use designations and PVCCSP would not have a significant effect upon cultural resources, it can be concluded that there are no projects that would, in combination with the Project, result in any significant cumulative impacts on historical, archaeological resources, or in impacts to human remains. Therefore, the Project would have no significant cumulative impacts associated with cultural resources.

4.4.6 Level of Significance Before Mitigation

4.4.6.1 Threshold CUL-1: Historic Resources

The Proposed Project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

4.4.6.2 Threshold CUL-2: Archaeological Resources

Without mitigation, the Proposed Project could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

4.4.7 Mitigation Measures

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

The Project archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The Project archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment within a 50-foot radius of the find to allow time for the recording and removal of the resources. Work may continue outside of the 50-foot radius.

The Project Proponent shall also enter into an agreement with either the Soboba Band of Luiseño Indians, the Pechanga Band of Indians, or the Agua Caliente Band of Cahuilla Indians for a Native American Tribal representative (observer/monitor) to work along with the Project archaeologist. This Tribal representative will assist in the identification of Native American resources and will act as a representative between the City, the Project Proponent, and Native American Tribal Cultural Resources Department. The Native American Tribal representative should be on-site during all ground-disturbing of each portion of the Project Site including clearing, grubbing, tree removals, grading, trenching, etc. The Native American Tribal representative should be on-site any time the Project archaeologist is required to be on-site. Working with the Project archaeologist, the Native American representative shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are on-going.

The agreement between the Project Proponent and the Native American Tribe shall include, but not be limited to:

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

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

In the event that archaeological resources are discovered at the Project Site or within the off-site Project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/Tribal Cultural/Archaeological Resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the Property Owner. The Property Owner shall commit to the relinquishing and reburial and/or curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist.

If any Native American artifacts are identified when Native American Tribal representative is not present, all reasonable measures shall be taken to protect the resource(s) in situ and the City Planning Division and Native American Tribal representative(s) shall be notified. The designated Native American Tribal representative will be given sufficient time to examine the find. If the find is determined to be of sacred or religious value, the Native American Tribal representative will work with the City and project archaeologist to protect the resource in accordance with Tribal requirements as may be feasible. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.

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

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

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

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

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

If the coroner determines that the remains are of Native American origin, the coroner shall notify the Native American Heritage Commission (NAHC), which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Native American Tribal representative(s) at the site, the NAHC’s identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Property Owner means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours

of being granted access to the site. The disposition of the remains will be determined in consultation between the Property Owner and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)).

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

4.4.8 Level of Significance After Mitigation

4.4.8.1 Threshold CUL-2: Archaeological Resources

With implementation of Project-level mitigation measures MM CUL-1 and MM CUL-2, potential impacts to archaeological resources would be reduced to less than significant levels.

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4.5 Energy

This section evaluates the potential for impacts on energy resulting from implementation of The Cubes at Placentia Industrial Project (Proposed Project). Information presented in this section is primarily based on the following document:

- Placentia Avenue Industrial Air Quality, Global Climate Change, Health Risk Assessment, and Energy Impact Analysis (Air Quality Impact Analysis) prepared by Ganddini Group (2024) and included in Appendix B of this Environmental Impact Report (EIR).

No comments were received in response to the Notice of Preparation regarding energy, nor at the December 19, 2023, Draft EIR public scoping meeting.

4.5.1 Environmental Setting

The following sections describe the environmental setting for the Proposed Project as it relates to energy. References used in preparation of this section are listed in Chapter 8, References.

4.5.1.1 Regulatory Setting

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

Federal

Corporate Average Fuel Economy Standards

First established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) standards reduce energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (EPA) jointly administer the CAFE standards. The U.S. Congress has specified that CAFE standards must be set at the “maximum feasible level” with consideration given for (1) technological feasibility, (2) economic practicality, (3) effect of other standards on fuel economy, and (4) need for the nation to conserve energy.

Issued by the NHTSA and EPA in March 2020 (published on April 30, 2020, and effective after June 29, 2020), the Safer Affordable Fuel-Efficient Vehicles Rule would maintain the CAFE and carbon dioxide (CO₂) standards applicable in model year 2020 for model years 2021 through 2026. The estimated CAFE and CO₂ standards for model year 2020 are 43.7 miles per gallon (mpg) and 204 grams of CO₂ per mile for passenger cars and 31.3 mpg and 284 grams of CO₂ per mile for light trucks, projecting an overall industry average of 37 mpg, compared to 46.7 mpg under the standards issued in 2012. This Rule also excludes CO₂-equivalent emission improvements associated with air conditioning refrigerants and leakage (and, optionally, offsets for nitrous oxide and methane emissions) after model year 2020 (NHTSA and EPA 2018).

On May 12, 2021, the NHTSA published a notice of proposed rulemaking in the Federal Register, proposing to repeal “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program,” published Sept. 27, 2019 (SAFE I Rule), in which the NHTSA codified regulatory text and made additional pronouncements regarding the preemption of state and local laws related to fuel economy standards. Specifically, this document proposed to fully repeal the regulatory text and appendices promulgated in the SAFE I Rule. In addition, this document proposed to repeal and withdraw the interpretative statements made by the NHTSA in the SAFE I Rule preamble, including those regarding the preemption of particular state greenhouse gas (GHG) emissions standards or Zero Emissions Vehicle mandates. As such, this document proposed to establish a clean slate with respect to the NHTSA's regulations and interpretations concerning preemption under the Energy Policy and Conservation Act. This action is effective as of January 28, 2022.

Energy Independence and Security Act (Public Law 110-140)

The Energy Independence and Security Act of 2007 seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable fuels, improving vehicle fuel economy, and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of the federal government. The act sets increased CAFE standards, the Renewable Fuel Standard, appliance energy efficiency standards, building energy efficiency standards, and accelerated research and development tasks on renewable energy sources (e.g., solar energy, geothermal energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration (EPA 2021).

Energy Policy and Conservation Act (Public Law 94-163)

In 1975, the U.S. Congress enacted the Energy Policy and Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the NHTSA is responsible for establishing additional vehicle standards. In 2010, fuel economy standards were set at 27.5 miles per gallon for new passenger cars and 23.5 miles per gallon for new light-duty trucks. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) were not subject to fuel economy standards in 2010. Passenger cars and light trucks used directly or indirectly associated with a project would be required to comply with the applicable fuel economy standards. Fuel economy is determined based on each manufacturer's average fuel economy for the fleet of vehicles available for sale in the United States.

Intermodal Surface Transportation Efficiency Act of 1991

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. The ISTEA contained factors that Metropolitan Planning Organizations were to address in developing transportation plans and

programs, including some energy-related factors. To meet the new ISTEA requirements, Metropolitan Planning Organizations adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation Equity Act of the 21st Century

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under the ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

State

Assembly Bill 1007: State Alternative Fuels Plan

Assembly Bill (AB) 1007 requires the California Energy Commission to prepare a plan to increase the use of alternative fuels in California. The State Alternative Fuels Plan was prepared by the California Energy Commission with the California Air Resources Board (CARB) and in consultation with other federal, state, and local agencies to reduce petroleum consumption, increase use of alternative fuels (e.g., ethanol, natural gas, liquefied petroleum gas, electricity, and hydrogen), reduce GHG emissions, and increase in-state production of biofuels. The State Alternative Fuels Plan recommends a strategy that combines private capital investment, financial incentives, and advanced technology that will increase the use of alternative fuels, result in significant improvements in the energy efficiency of vehicles, and reduce trips and vehicle miles traveled through changes in travel habits and land management policies. The Alternative Fuels and Vehicle Technologies Funding Program legislation (AB 118, Statutes of 2007) proactively implements this plan.

Advanced Clean Trucks

The Advanced Clean Trucks regulation is a manufacturers zero-emission vehicle sales requirement and a one-time reporting requirement for large entities and fleets. The regulation requires large carriers to begin transitioning drayage trucks to zero-emission vehicles in 2024, with full implementation by 2035. The Advanced Clean Trucks regulation will also end diesel truck sales by 2036 to encourage adoption of zero-emission medium and heavy-duty vehicles. The goal of this proposed strategy is to achieve nitrogen oxides (NOx) and GHG emission reductions through clean technology and facilitate adoption of zero-emission heavy-duty technology.

California Building Standards Code (Title 24, Part 6)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2022 Title 24 standards, which became effective on January 1, 2023, and build upon the 2019 Standards (CEC 2022c). The core focus of the building standards has been efficiency, but the 2019 Energy Code ventured into on-site generation by requiring solar photovoltaic (PV) systems on new homes, providing significant GHG savings. The 2022 update builds off this progress with expanded solar standards and the move to on-site energy storage that will help Californians save on utility bills while bolstering the grid. The 2022 Energy Code update focuses on four key areas in new construction of homes and businesses:

- a. Encouraging electric heat pump technology and use, which consumes less energy and produces fewer emissions than traditional heating, ventilation, and air conditioning (HVAC) units and water heaters.
- b. Establishing electric-ready requirements when natural gas is installed, which positions owners to use cleaner electric heating, cooking, and electric vehicle charging options whenever they choose to adopt those technologies.
- c. Expanding solar PV system and battery storage standards to make clean energy available on site and complement the state's progress toward a 100 percent clean electricity grid.
- d. Strengthening ventilation standards to improve indoor air quality.

The 2022 Energy Code affects homes by establishing energy budgets based on efficient heat pumps for space or water heating to encourage builders to install heat pumps over gas-fueled HVAC units; requiring homes to be electric-ready, with dedicated 240-volt outlets and space (with plumbing for water heaters) so electric appliances can eventually replace installed gas appliances; increasing minimum kitchen ventilation requirements so that fans over cooktops have higher airflow or capture efficiency to better exhaust pollution from gas cooking and improve indoor air quality; and allowing exceptions to existing solar PV standards when roof area is not available (such as for smaller homes). In addition, the effect on businesses includes establishing combined solar PV and battery standards for select businesses with systems being sized to maximize on-site use of solar energy and avoid electricity demand during times when the grid must use gas-powered plants; establishing new efficiency standards for commercial greenhouses (primarily cannabis growing); and improving efficiency standards for building envelope, various internal (Appendix B).

CALGreen (Title 24, Part 11)

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, is a Statewide mandatory construction code that was developed and adopted

by the California Building Standards Commission and the California Department of Housing and Community Development. The CALGreen Code requires new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The CALGreen Code also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent CALGreen Code was adopted in 2022 and went into effect January 1, 2023. The CALGreen Standards that are applicable to the Proposed Project include, but are not limited to, the following:

Chapter 5 Nonresidential Mandatory Measures

5.106.5.3 Electric Vehicle (EV) Charging

Construction to provide electric vehicle infrastructure and facilitate electric vehicle charging shall comply with Section 5.106.5.3.1 and shall be provided in accordance with regulations in the California Building Code and the California Electrical Code.

5.106.5.3.1 Electric Vehicle (EV) Capable Spaces

EV capable spaces shall be provided in accordance with Table 5.106.5.3.1 and the following requirements:

1. Raceways complying with the California Electrical Code and no less than 1-inch (25 mm) diameter shall be provided and shall originate at a service panel or a subpanel(s) serving the area, and shall terminate in close proximity to the proposed location of the EV capable space and into a suitable listed cabinet, box, enclosure or equivalent. A common raceway may be used to serve multiple EV capable spaces.
2. A service panel or subpanel(s) shall be provided with panel space and electrical load capacity for a dedicated 208/240 volt, 40-ampere minimum branch circuit for each EV capable space, with delivery of 30-ampere minimum to an installed EV supply equipment at each EV charging station.
3. The electrical system and any on-site distribution transformers shall have sufficient capacity to supply full rated amperage at each EV capable space.
4. The service panel or subpanel circuit directory shall identify the reserved overcurrent protective device space(s) as "EV CAPABLE". The raceway termination location shall be permanently and visibly marked as "EV CAPABLE."

Note: A parking space served by electric vehicle supply equipment or designed as a future EV charging space shall count as at least one standard automobile parking space only for the purpose

of complying with any applicable minimum parking space requirements established by an enforcement agency. See Vehicle Code Section 22511.2 for further details.

5.106.5.3.2 Electric Vehicle Charging Stations

EV capable spaces shall be provided with EV supply equipment to create EV charging stations in the number indicated in Table 5.106.5.3.1. The EV charging stations required by Table 5.106.5.3.1 may be provided with EV supply equipment in any combination of Level 2 and Direct Current Fast Charging, except that at least one Level 2 EV supply equipment shall be provided.

One EV charger with multiple connectors capable of charging multiple EVs simultaneously shall be permitted if the electrical load capacity required by Section 5.106.5.3.1 for each EV capable space is accumulatively supplied to the EV charger.

The installation of each Direct Current Fast Charging EV supply equipment shall be permitted to reduce the minimum number of required EV capable spaces without EV supply equipment by five and reduce proportionally the required electrical load capacity to the service panel or subpanel.

5.106.5.3.3 Use of Automatic Load Management Systems

Automatic Load Management Systems shall be permitted for EV charging stations. When Automatic Load Management Systems are installed, the required electrical load capacity specified in Section 5.106.5.3.1 for each EV charging station may be reduced when serviced by an EV supply equipment controlled by an Automatic Load Management System. Each EV supply equipment controlled by an Automatic Load Management System shall deliver a minimum 30 amperes to an EV when charging one vehicle and shall deliver a minimum 3.3 kW while simultaneously charging multiple EVs.

5.106.5.3.4 Accessible EV Charging Stations

When EV supply equipment is installed, accessible EV charging stations shall be provided in accordance with the California Building Code, Chapter 11B, Section 11B-228.3.

5.410.2 Commissioning

New buildings 10,000 square feet and over. For new buildings 10,000 square feet and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements. Commissioning shall be performed in accordance with this section by trained personnel with experience on projects of comparable size and complexity. For I-occupancies that are not regulated by [the Office of Statewide Health Planning and Development; now renamed the Department of Health Care Access and Information] or for I-occupancies and L-

occupancies that are not regulated by the California Energy Code Section 100.0 Scope, all requirements in Sections 5.410.2 through 5.410.2.6 shall apply.

Note: For energy-related systems under the scope (Section 100) of the California Energy Code, including heating, ventilation, air conditioning (HVAC) systems and controls, indoor lighting systems and controls, as well as water heating systems and controls, refer to California Energy Code Section 120.8 for commissioning requirements.

5.410.2.2 Basis of Design

A written explanation of how the design of the building systems meets the Owner's Project Requirements shall be completed at the design phase of the building project. The Basis of Design document shall cover the following systems:

- Renewable energy systems.
- Landscape irrigation systems.
- Water reuse systems.

The 2025 CALGreen Code takes effect on January 1, 2026 and the Project would be required to comply with the CALGreen Code standards that are in effect at the time that the building permits are approved.

Integrated Energy Policy Report

Senate Bill (SB) 1389 requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety. The CEC prepares these assessments and associated policy recommendations every 2 years, with updates in alternate years, as part of the Integrated Energy Policy Report (IEPR).

The 2022 IEPR was adopted on February 28, 2023. The 2022 IEPR provides updates on a variety of energy issues facing California. These issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. The 2022 IEPR also discusses the CEC's equity and environmental justice efforts, its development of a more easily navigable online data platform via the California Energy Planning Library, and an update to the California Energy Demand Forecast. The report also provides information on emerging topics related to energy reliability, western electricity integration, hydrogen, gasoline prices, gas transition, and distributed energy resources (CEC 2023).

The 2023 IEPR was completed in January 2024. The 2023 IEPR discusses speeding connection of clean resources to the electricity grid, the potential use of clean and renewable hydrogen, and the California Energy Demand Forecast to 2040. The report also provides updates on topics such as gas decarbonization, energy efficiency, the Clean Transportation Program, AB 1257 (Bocanegra, Chapter 749, Statutes of 2013), and publicly owned utilities' progress toward peak demand reserves and margins (CEC 2024).

Senate Bill 100: California Renewables Portfolio Standard Program

On September 10, 2018, Governor Jerry Brown signed SB 100, which replaces the SB 350 requirement of 45 percent renewable energy by 2027 with the requirement of 50 percent by 2026 and raises California's Renewables Portfolio Standard (RPS) requirements for 2050 from 50 to 60 percent. SB 100 also establishes RPS requirements for publicly owned utilities that consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Furthermore, the bill also establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end users and 100 percent of electricity procured to serve state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015

SB 350 was signed into law in September 2015. SB 350 establishes tiered increases to the RPS of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

Senate Bills 1078, 107, and X1-2 and Executive Order S-14-08: California Renewables Portfolio Standard Program

The California RPS program was established in 2002 under SB 1078 (Sher) and SB 107 (Simitian). The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. Initially under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent to reach at least 20 percent by December 30, 2010. Executive Order S-14-08 was signed in November 2008, which expanded the state's Renewable Energy Standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). The California Public Utilities Commission (CPUC) is required to provide quarterly progress reports on progress toward RPS goals. This has accelerated the development of renewable energy projects throughout the state. Based on the 2019 RPS Annual Report, all electricity retail sellers had an annual target to serve at least 29 percent of their electric load with RPS eligible resources by December 31, 2018. In general, retail sellers

either met or exceeded the 29 percent interim RPS target, and many are on track to achieve their 2017–2020 compliance period requirements (CPUC 2021).

Assembly Bill 1493/Pavley Regulations

California Assembly Bill 1493 enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light-duty trucks. In 2005, CARB submitted a “waiver” request to the EPA from a portion of the federal Clean Air Act to allow the state to set more stringent tailpipe emission standards for CO₂ and other GHG emissions from passenger vehicles and light-duty trucks. On December 19, 2007, the EPA announced that it denied the “waiver” request. On January 21, 2009, CARB submitted a letter to the EPA administrator regarding the state’s request to reconsider the waiver denial. The EPA approved the waiver on June 30, 2009.

State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The State Energy Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access (Appendix B).

Local

City of Perris Climate Action Plan

The City’s Climate Action Plan (CAP) was completed in February 2016. The Perris CAP was developed to address global climate change through the reduction of harmful GHG emissions at the community level and as part of California’s mandated statewide GHG reduction goal (AB 32). Through the Perris CAP, the City has developed multiple sustainable strategies to directly benefit the community by decreasing carbon emissions while adapting to a changing climate. Several of these s aimed at reducing energy consumption as a means of reducing carbon emissions. The programs and actions provided in the Perris CAP were developed to help the City grow healthily, resourcefully, and sustainably.

City of Perris General Plan

Multiple chapters in the City of Perris General Plan include various goals, policies, and measures designed to reduce energy consumption in the City. The City of Perris General Plan goals, policies, and measures for reducing energy consumption are presented below.

Conservation Element

- **Goal VIII – Sustainable Future:** Create a vision for energy and resource conservation and the use of green building design for the City, to protect the environment, improve quality of life, and promote sustainable practices
 - **Policy VIII.B:** Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.
 - **Measure VIII.B.1:** Initiate and maintain incentive programs to encourage and reward developments that employ energy and resource conservation and green building practices similar to the City’s current recycling program.
 - **Policy VIII.C:** Adopt and maintain development regulations which encourage increased energy efficiency in buildings, and the design of durable buildings that are efficient and economical to own and operate. Encourage green building development by establishing density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet Leadership in Energy and Environmental Design (LEED) building standards for new and refurbished developments (U.S. Green Building Council’s Leadership in Energy and Environmental Design green building programs).
 - **Measure VIII.C.1:** Create a green building ordinance that promotes the use of green building technology and design.
 - **Measure VIII.C.2:** The City shall obtain and maintain a LEED accredited employee on staff that is intended to review and make recommendations on all new and remodel projects processing through the City.
 - **Measure VIII.C.3:** Encourage the design and construction of durable buildings that are efficient and economical to own and operate.
 - **Measure VIII.C.5:** Encourage green building density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new developments.
- **Goal X:** Encourage improved energy performance standards above and beyond the California Title 24 requirements.
 - **Policy X.A:** Establish density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who exceed current Title 24 requirements for new development.
 - **Measure X.A.1:** The City shall consider adopting energy performance standards above and beyond Title 24 requirements by updating its Development Code and Building Code and all other applicable ordinances to reflect and encourage the guidelines contained within this section.

- **Measure X.A.2:** Encourage energy conservation devices including but not limited to lighting, water heater treatments, solar energy systems, etc. for all residential projects (City of Perris 2005).

Healthy Community Element

Goal HC-6 – Healthy Environment: Support efforts of local businesses and regional agencies to improve the health of our region’s environment.

- **Policy HC 6.1:** Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning (City of Perris 2015).

4.5.1.2 Existing Conditions

Existing California Energy Usage

The most recent data for California’s estimated total energy consumption and natural gas consumption is from 2022 and 2021. According to the U.S. Energy Information Administration’s and the CEC, California’s estimated annual energy use as of 2022 included:

- Approximately 287,220 gigawatt hours of electricity;
- Approximately 2,056,267 million cubic feet of natural gas per year; and

As of 2021, the year of most recent data currently available by the U.S. Energy Information Administration, energy use in California by demand sector was:

- Approximately 41.2 percent transportation;
- Approximately 23.6 percent industrial;
- Approximately 18.2 percent residential; and
- Approximately 17.1 percent commercial.

California's electricity in-state generation system generates approximately 203,257 gigawatt hours each year. In 2022, California produced approximately 71 percent of the electricity it uses; the rest was imported from the Pacific Northwest (approximately 12 percent) and the U.S. Southwest (approximately 17 percent). Natural gas is the main source for electricity generation at approximately 47.46 percent of the total in-state electric generation system power as shown in Table 4.5-1, Total Electricity System Power (California 2022).

Table 4.5-1. Total Electricity System Power (California 2022)

Fuel Type	Percent of California In-State Generation (%)	California In-State Generation	Northwest Imports	Southwest Imports	Total Imports	Total California Energy Mix	Total California Power Mix (%)
Coal	0.13	273	181	5,716	5,897	6,170	2.15
Natural Gas	47.46	96,457	44	7,994	8,083	104,495	36.38
Oil	0.03	65	-	-	-	65	0.02
Other (Waste Heat/Petroleum Coke)	0.15	315	-	-	-	315	0.11
Unspecified Sources of Power	0.00	-	12,845	7,943	20,428	20,428	7.11
<i>Total Thermal and Unspecified</i>	<i>47.78</i>	<i>97,110</i>	<i>12,710</i>	<i>21,653</i>	<i>34,363</i>	<i>121,473</i>	<i>45.77</i>
Nuclear	8.67	17,627	397	8,342	8,739	26,366	9.18
Large Hydro	7.19	14,607	10,803	1,118	11,921	26,528	9.24
Biomass	2.64	5,366	771	25	797	6,162	2.15
Geothermal	5.47	11,110	253	2,048	2,301	13,412	4.67
Small Hydro	1.48	3,005	211	13	225	3,230	1.12
Solar	19.92	40,494	231	8,225	8,456	48,950	17.04
Wind	6.86	13,938	8,804	8,357	17,161	31,099	10.83
<i>Total Non-GHG and Renewables</i>	<i>52.22</i>	<i>106,147</i>	<i>21,471</i>	<i>28,129</i>	<i>49,599</i>	<i>155,747</i>	<i>54.23</i>
Total Energy	100	203,257	34,180	49,782	83,962	287,220	100

Source: CEC 2022b; Appendix B.

A summary of and context for energy consumption and energy demands within the state is presented in “U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts” excerpted below:

- a. In 2022, California was the seventh-largest producer of crude oil among the 50 states, and, as of January 2022, the state ranked third in crude oil refining capacity.
- b. California is the largest consumer of jet fuel and second-largest consumer of motor gasoline among the 50 states.
- c. In 2020, California was the second-largest total energy consumer among the states, but its per capita energy consumption was less than in all but three other states.

- d. In 2022, renewable resources, including hydroelectric power and small-scale, customer-sited solar power, accounted for 49% of California's in-state electricity generation. Natural gas fueled another 42%. Nuclear power supplied almost all the rest.
- e. In 2022, California was the fourth-largest electricity producer in the nation. The state was also the nation's third-largest electricity consumer, and additional needed electricity supplies came from out-of-state generators.

As indicated above, California is one of the nation's leading energy-producing states, and California per capita energy use is among the nation's most efficient. Given the nature of the Proposed Project, the remainder of this discussion will focus on the three sources of energy that are most relevant to the Project—namely, electricity and natural gas for building uses, and transportation fuel for vehicle trips associated with the Proposed Project.

Electricity

The Project Site is undeveloped and does not have any need for electricity. The area surrounding the Project Site is currently served by Southern California Edison (SCE). SCE provides electric power to more than 15 million people, within a service area encompassing approximately 50,000 square miles (SCE 2024). SCE derives electricity from varied energy resources, including fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.

Table 4.5-2, SCE 2022 Power Content Mix, identifies SCE's specific proportional shares of electricity sources in 2022. As shown in Table 4.5-2, the 2022 SCE Power Mix has renewable energy at 33.2 percent of the overall energy resources, of which biomass and waste is at 0.1 percent, geothermal is at 5.7 percent, eligible hydroelectric is at 0.5 percent, solar energy is at 17 percent, and wind power is at 9.8 percent; other energy sources include large hydroelectric at 3.4 percent, natural gas at 24.7 percent, nuclear at 8.3 percent, other at 0.1 percent, and unspecified sources of power at 30.3 percent.

Table 4.5-2. SCE 2022 Power Content Mix

Energy Resources	2022 SCE Power Mix (%)
Eligible Renewable	33.2
Biomass and Biowaste	0.1
Geothermal	5.7
Eligible Hydroelectric	0.5
Solar	17.0
Wind	9.8
Coal	0.0
Large Hydroelectric	3.4
Natural Gas	24.7
Nuclear	8.3
Other	0.1
Unspecified Sources of Power*	30.3
Total	100

Source: SCE 2022; Appendix B.

Notes: * = Unspecified sources of power means electricity from transactions that are not traceable to specific generation sources

Natural Gas

The Project Site is currently undeveloped and does not have any need for natural gas. The area surrounding the Project Site is currently served by SoCalGas. The following summary of natural gas resources and service providers, delivery systems, and associated regulation is excerpted from information provided by the CPUC.

The CPUC regulates natural gas utility service for approximately 11 million customers that receive natural gas from Pacific Gas & Electric, SoCalGas, San Diego Gas & Electric, Southwest Gas, and several smaller investor-owned natural gas utilities. The CPUC also regulates independent storage operators Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage.

The vast majority of California's natural gas customers are residential and small commercial customers, referred to as "core" customers. Larger volume gas customers, like electric generators and industrial customers, are called "noncore" customers. Although very small in number relative to core customers, noncore customers consume about 65 percent of the natural gas delivered by the state's natural gas utilities, while core customers consume about 35 percent.

The CPUC regulates the California utilities' natural gas rates and natural gas services, including in-state transportation over the utilities' transmission and distribution pipeline systems, storage, procurement, metering, and billing.

Most of the natural gas used in California comes from out-of-state natural gas basins. In 2017, for example, California utility customers received 38 percent of their natural gas supply from basins

located in the U.S. Southwest, 27 percent from Canada, 27 percent from the U.S. Rocky Mountain area, and 8% from production located in California (CPUC 2024).

Transportation Energy Resources

With the exception of occasional site weed control, the Project Site does not generate vehicle trips to or from the area. The most recent data available shows the transportation sector emits 38 percent of the total greenhouse gases in the state and about 84 percent of smog-forming oxides of nitrogen (NO_x). About 27 percent of total United States energy consumption in 2022 was for transporting people and goods from one place to another. In 2022, petroleum comprised about 90 percent of all transportation energy use, excluding fuel consumed for aviation and most marine vessels. In 2022, about 135.06 billion gallons (or about 3.22 billion barrels) of finished motor gasoline were consumed in the United States, an average of about 370 million gallons (or about 8.81 million barrels) per day.

4.5.2 Thresholds of Significance

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

- **Threshold ENE-1:** Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- **Threshold ENE-2:** Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.5.3 Regulatory Requirements

State and local regulatory requirements applicable to the Proposed Project are described below. The Proposed Project would be required to comply with the following during construction and operation.

RR ENE-1 The Project will comply with the California Building Standards Code (Title 24), which requires that building construction, system design and installation, and appliances achieve energy efficiency and preserve outdoor and indoor environmental quality.

RR ENE-2 The Project is required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). This will require the Project to reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

4.5.4 Environmental Impacts

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

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

There are no Standards and Guidelines or mitigation measures specifically related to energy included in the Perris Valley Commerce Center Specific Plan (PVCCSP). The PVCCSP EIR includes several mitigation measures related to energy consumption, which were adopted to address air quality impacts. As a conservative measure, to provide a worst-case disclosure of the Proposed Project's impacts, no credit has been assumed from the following PVCCSP EIR mitigation measures.

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

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

Methodology

Information from the California Emissions Estimator Model (CalEEMod) (Version 2022.1.1.222) Output contained in Appendix B of the Air Quality Impact Analysis (Appendix B of this EIR), used for Project-specific air quality and GHG analyses. The CalEEMod outputs detail Proposed Project-related construction equipment, transportation energy demands, and facility energy demands.

4.5.4.1 Threshold ENE-1: Wasteful or Inefficient Energy Usage

Impact Analysis

Construction Energy Demands

The construction of the Proposed Project on approximately 27.26 acres is anticipated to occur in the of Spring 2025, taking approximately 12 months and be completed in one phase. Staging of construction vehicles and equipment would occur on site.

Construction Equipment Electricity Usage Estimates

Electrical service would be provided by SCE. The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the Proposed Project. Based on the 2021 National Construction Estimator, the typical power cost per 1,000 square feet of building construction per month is estimated to be \$2.37 (Pray 2021). The Proposed Project plans to develop the site with a 578,265-square-foot high-cube fulfillment center warehouse building. As shown in Table 4.5-1, the total electricity usage from Proposed Project construction-related activities is estimated to be approximately 109,057 kWh.

Table 4.5-1. Project Construction Power Cost and Electricity Usage

Power Cost (per 1,000 square foot of building per month of construction)	Total Building Size (1,000 Square Foot)	Construction Duration (months)	Total Project Construction Power Cost
\$2.37	578.265	12	\$16,445.86
Cost per kWh		Total Project Construction Electricity Usage (kWh)	
\$0.16		99,690	

Source: Ganddini 2024.

Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Proposed Project construction. Fuel consumed by construction equipment was evaluated with the following assumptions:

- Construction schedule of 12 months
- All construction equipment was assumed to run on diesel fuel
- Typical daily use of 8 hours, with some equipment operating from approximately 6–7 hours
- Aggregate fuel consumption rate for all equipment was estimated at 18.5 horsepower-hour per gallon (from CARB’s 2017 Emissions Factors Tables and fuel consumption rate factors)
- Diesel fuel would be the responsibility of the equipment operators/contractors and would be sources within the region
- Proposed Project construction represents a “single-event” for diesel fuel demand and would not require ongoing or permanent commitment of diesel fuel resources during long term operation

Using the CalEEMod data inputs used for the Air Quality Impact Analysis, the Proposed Project’s construction phase would consume electricity and fossil fuels as a single energy demand, that is, once construction is completed their use would cease. CARB’s 2017 Emissions Factors Tables

show that on average, aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 horsepower-hour per gallon.

As presented in the Air Quality Impact Analysis, Proposed Project construction activities would consume an estimated 51,693 gallons of diesel fuel. As stated previously, Proposed Project construction would represent a “single-event” diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

Construction Worker Fuel Estimates

It is assumed that construction worker trips are from light-duty autos, light-duty truck 1 (LDT1), and light-duty truck 2 (LDT2) at a mix of 25 percent/50 percent/25 percent, respectively, along area roadways. With respect to estimated VMT, the construction worker trips would generate an estimated 1,058,759 VMT. Data regarding Proposed Project related construction worker trips were based on CalEEMod 2022.1.1.22 model defaults (Appendix B). Vehicle fuel efficiencies for construction workers were estimated in Sections 2 and 4 of the Air Quality Impact Analysis using information generated using CARB’s 2021 EMFAC model (refer to Appendix B of the Air Quality Impact Analysis for details). An aggregate fuel efficiency of 26.59 miles per gallon (mpg) was used to calculate VMT for construction worker trips. Table 4.5-3, Construction Worker Fuel Consumption Estimates, shows that an estimated 39,825 gallons of fuel would be consumed for construction worker trips.

Table 4.5-3. Construction Worker Fuel Consumption Estimates

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Grading	35	20	18.5	12,950	26.59	487
Building Construction	223	243	18.5	1,002,497	26.59	37,709
Paving	20	15	18.5	5,550	26.59	209
Architectural Coatings	42	48.6	18.5	37,762	26.59	1,420
Total Construction Worker Fuel Consumption						39,825

Source: CAPCOA 2022; Appendix B.

Construction Vendor/Hauling Fuel Estimates

The vendor and hauling trips would generate an estimated 215,632 VMT. Data regarding Proposed Project related construction worker trips were based on CalEEMod 2022.1.1.22 model defaults.

For the architectural coatings it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light-duty vehicles. Therefore, vendors delivering construction material or hauling debris from the site during building construction would use medium to heavy-duty vehicles with an average fuel consumption of 7.87 mpg for medium heavy-

duty trucks and 6.15 mpg for heavy heavy-duty trucks (refer to Appendix B of the Air Quality Impact Analysis for details). An estimated 30,761 gallons of fuel would be consumed for Project construction vendor and hauling trips.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately twelve-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. The Proposed Project would use construction contractors who practice compliance with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling to reduce public exposure to diesel particulate matter and other toxic air contaminants. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3), Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, or in response to citizen complaints.

There are no unusual Proposed Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in the construction of the Proposed Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel. Construction energy impacts would be less than significant.

Operational Energy Demands

Energy consumption in support of or related to Proposed Project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the Project Site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Consumption

Using the CalEEMod output from the Air Quality Impact Analysis, it is assumed that an average trip for autos and light trucks was assumed to be 23.5 miles and 2, 3, and 4-axle trucks were assumed to travel an average of 40 miles. The Proposed Project includes the development of the

site with industrial warehouse uses; therefore, to present a worst-case scenario, it was assumed that vehicles would operate 365 days per year. Table 4.5-4, Estimated Vehicle Operations Fuel Consumption, shows the estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks.

Table 4.5-4. Estimated Vehicle Operations Fuel Consumption

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles) ¹	Daily Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg) ²	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	493	23.5	11,578	33.51	345.52	126,113
Light Truck	Automobile	38	23.5	886	25.58	34.65	12,647
Light Truck	Automobile	203	23.5	4,782	25.64	186.50	68,074
Light Heavy Truck	2-Axle Truck	17	40	684	16.47	41.55	15,167
Light Heavy Truck (10,000 lbs or more)	2-Axle Truck	5	40	195	15.61	12.50	4,562
Motorcycle	Automobile	23	23.5	539	41.79	12.91	4,712
Medium Truck	Automobile	157	23.5	3,694	21.01	175.81	64,170
Motor Home	--	0	23.5	0	5.78	0.00	0
Medium Heavy Truck	3-Axle Truck	28	40	1,131	8.01	141.17	51,527
Other Bus	--	0	23.5	0	6.29	0.00	0
School Bus	--	0	23.5	0	6.55	0.00	0
Urban Bus	--	0	23.5	0	3.53	0.00	0
Heavy Heavy Truck	4-Axle Truck	83	40	3,309	6.26	528.52	192,909
<i>Total</i>		<i>1,047</i>	--	<i>26,798</i>	--	<i>1,479.12</i>	--
Total Annual Fuel Consumption							539,880

Source: Refer to Appendix B.

Notes: 1 = Based on the size of the site and the relative location, trips were assumed to be local rather than regional; 2 = Based on EMFAC2021 emission rates for an opening year of 2026.

The Proposed Project would generate approximately 1,047 trips per day. The vehicle fleet mix was used from the CalEEMod output. Table 4.5-4 shows that an estimated 539,880 gallons of fuel would be consumed per year for the operation of the Proposed Project.

Trip generation and VMT generated by the Proposed Project are consistent with other similar industrial uses of similar scale and configuration as reflected respectively in the Institute of Transportation Engineers Trip Generation Manual. That is, the Proposed Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. Furthermore, the State of California consumed approximately 3.1 billion gallons of diesel and 13.6 billion gallons of

gasoline in 2022. Therefore, the increase in fuel consumption from the Proposed Project is insignificant in comparison to the states' demand. Therefore, Proposed Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. Impacts would be less than significant.

Facility Energy Demands

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by SCE) and natural gas (provided by SoCalGas). The annual natural gas and electricity demands were provided per the CalEEMod output from the Air Quality Impact Analysis (Appendix B of this EIR) and are provided in Table 4.5-5, Project Annual Operational Energy Demand Summary.

Table 4.5-5. Project Annual Operational Energy Demand Summary

Energy Demand	Annual Usage ¹
Natural Gas	
Unrefrigerated Warehouse – No Rail	11,040,340 kBtu
<i>Total</i>	<i>11,040,340 kBtu</i>
Diesel	
Emergency Fire Pump Testing (one pump, 30 minutes per week)	351 gallons
<i>Total</i>	<i>351 gallons</i>
Electricity	
Unrefrigerated Warehouse – No Rail	2,661,379 kWh
Parking Lot	443,784 kWh
<i>Total</i>	<i>3,105,163 kWh</i>

Source: CAPCOA 2022; Appendix B.

¹ Taken from the CalEEMod 2022.1.1.22 output of the Air Quality Impact Analysis (refer to Appendix B of Appendix B).

As shown in Table 4.5-5, the estimated electricity demand for the Proposed Project is approximately 3,015,163 kWh per year. In 2022, the non-residential sector of the County of Riverside consumed approximately 8,720 million kWh of electricity (CEC 2022c). In addition, the estimated natural gas consumption for the Proposed Project is approximately 11,040,340 kBtu per year. In 2022, the non-residential sector of the County of Riverside consumed approximately 147 million therms (approximately 14,706,329,820 kBtu) of gas (CEC 2022d). Therefore, the increase in both electricity and natural gas demand from the Proposed Project is insignificant compared to the County's 2022 non-residential sector demand.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-

building energy use, or “plug-in” energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.). The Proposed Project would be required to comply with Title 24 standards. The Project would also be required to comply with PVCCSP EIR mitigation measures MM Air 19 and MM Air 20 which would further reduce energy demands.

Furthermore, the Proposed Project energy demands in total would be comparable to other non-residential projects of similar scale and configuration within the PVCC area. Therefore, the Proposed Project facility’s energy demands and energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. Potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.5.4.2 Threshold ENE-2: Conflict with Renewable or Energy Efficiency Plan

Impact Analysis

Regarding federal transportation regulations, the Project Site is located in an already developed area. Access to and from the Project Site is from existing roads. These roads are already in place so the Proposed Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because the Southern California Association of Governments is not planning for intermodal facilities in the Proposed Project’s vicinity.

Regarding the State’s Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy-efficient buildings and appliances as well as utility energy efficiency programs implemented by SCE and SoCalGas.

Regarding Pavley (AB 1493) regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources. However, the vehicles associated with the Proposed Project would be required to comply with federal and state fuel efficiency standards.

Regarding the state’s Renewable Energy Portfolio Standards, the Proposed Project would be required to meet or exceed the energy standards established in the CALGreen Code. CALGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

The Proposed Project would be consistent with the applicable strategies of the Perris CAP. Consistency with the Perris CAP is further discussed in Section 4.7 of this EIR. Further, as stated

above, energy use on the Project Site during construction would be temporary, and energy use associated with operation of the Proposed Project would be insignificant in comparison to the State's and County's available energy sources. The Proposed Project would be consistent with applicable renewable and energy efficiency plans during construction and operation. Therefore, potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.5.5 Cumulative Impacts

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

4.5.5.1 Cumulative Threshold ENE-1: Wasteful or Inefficient Energy Usage

Proposed Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the energy demands of the Proposed Project can be accommodated within the context of available resources and energy delivery systems. The Proposed Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the state. Other cumulative projects within a 1-mile radius of the Project Site are listed in Table 4-1, Cumulative Projects, in Chapter 4, Environmental Analysis. The types of projects listed include housing, commercial/retail, and hotel, industrial, warehouse, and houses of worship projects. These projects are at various stages of development and would similarly be required to demonstrate that the wasteful, inefficient, or unnecessary consumption of energy would not occur. Additionally, other cumulative developments would be subject to the same regulatory requirements as the Proposed Project, including compliance with the Title 24 Building and Energy Efficiency Standards, Airborne Toxics Control Measure, and California Code of Regulations Title 13, Motor Vehicles 2449(d)(3) Idling, which would ensure that cumulative development does not result in the wasteful, inefficient, or unnecessary consumption of energy. As such, the Proposed Project would not result in a potentially cumulatively considerable environmental impact due to wasteful, inefficient, or unnecessary consumption of energy. Thus, potential impacts would be less-than-cumulatively considerable.

4.5.5.2 Cumulative Threshold ENE-2: Conflict with Renewable or Energy Efficiency Plan

The Proposed Project would not conflict with any adopted state or local plans for renewable energy or energy efficiency. The Proposed Project and other cumulative developments also inherently would be required to be consistent with the IEPR, the State's Energy Plan, Title 24 Energy Efficiency Standards, AB 1493 (Pavley), and SB 350, as discussed herein. Because California's energy conservation planning actions are conducted at a regional level, and because it can be assumed that other cumulative

projects would implement features to reduce inefficient or unnecessary energy use, the Proposed Project and cumulative projects would not conflict with California’s energy conservation plans. As such, potential impacts due to a conflict with or obstruction of a state or local plan for renewable energy or energy efficiency would be less-than-cumulatively considerable.

4.5.6 Level of Significance Before Mitigation

4.5.6.1 Threshold ENE-1: Wasteful or Inefficient Energy Usage

The Proposed Project would not cause a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation.

4.5.6.2 Threshold ENE-2: Conflict with Renewable or Energy Efficiency Plan

The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.5.7 Mitigation Measures

The following PVCCSP EIR mitigation measures have been implemented into the Proposed Project. Implementation of these measures would limit potential impacts to less-than-significant levels, and no project-specific mitigation measures are required.

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

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

4.5.8 Level of Significance After Mitigation

Not applicable.

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4.6 Geology and Soils

This section evaluates the potential for impacts on geology and soils resulting from implementation of The Cubes at Placentia Industrial Project (Proposed Project or Project).

- Geotechnical Investigation, Proposed Warehouse, NWC Placentia Avenue at Murrieta Road, Perris, California prepared by Southern California Geotechnical (2021) and included in Appendix F of this Environmental Impact Report (EIR)

No comments were received in response to the Notice of Preparation regarding geology and soils. At the Draft EIR public scoping meeting on December 19, 2023, there were no comments regarding geology and soils received in response from Planning Commissioners, organizations' representatives, or members of the public.

4.6.1 Environmental Setting

The following sections describe the environmental setting for the Proposed Project as it relates to geology and soils.

4.6.1.1 Regulatory Setting

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

Federal

Antiquities Act (16 USC 431–433)

The Antiquities Act of 1906 states, in part, the following:

That any person who shall appropriate, excavate, injure or destroy any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned or controlled by the Government of the United States, without the permission of the Secretary of the Department of the Government having jurisdiction over the lands on which said antiquities are situated, shall upon conviction, be fined in a sum of not more than five hundred dollars or be imprisoned for a period of not more than ninety days, or shall suffer both fine and imprisonment, in the discretion of the court.

Although there is no specific mention of natural or paleontological resources in the act itself or in the act's uniform rules and regulations (43 CFR 3), the term "objects of antiquity" has been interpreted to include fossils by the National Park Service, Bureau of Land Management, U.S. Forest Service, and other federal agencies. Permits to collect fossils on lands administered by federal agencies are authorized under this act. However, due to the large gray areas left open to

interpretation due to the imprecision of the wording, agencies are hesitant to interpret this act as governing paleontological resources.

Paleontological Resources Preservation, Omnibus Public Lands Act, Public Law 111-011, Title VI, Subtitle D

This legislation directs the Secretaries of the U.S. Department of the Interior and U.S. Department of Agriculture to manage and protect paleontological resources on federal land using “scientific principles and expertise.” To formulate a consistent paleontological resources management framework, the act incorporates most of the recommendations from the Secretary of the Interior’s report Assessment of Fossil Management on Federal and Indian Lands (USDI 2000). In passing the act, Congress officially recognized the scientific importance of paleontological resources on some federal lands by declaring that fossils from these lands are federal property that must be preserved and protected. The act codifies existing policies of the Bureau of Land Management, National Park Service, U.S. Forest Service, Bureau of Reclamation, and U.S. Fish and Wildlife Service and provides the following:

- Uniform criminal and civil penalties for illegal sale and transport and theft and vandalism of fossils from federal lands
- Uniform minimum requirements for paleontological resource-use permit issuance (terms, conditions, and qualifications of applicants)
- Uniform definitions for “paleontological resources” and “casual collecting”
- Uniform requirements for curation of federal fossils in approved repositories

State

Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code, Section 2621 et seq.)

The Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972. Its primary purpose is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The act delineates “Earthquake Fault Zones” along faults that are “sufficiently active” and “well defined.” The act also requires that cities and counties withhold development permits for sites within an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault.

California Building Code (California Code of Regulations, Title 14, Part 2)

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards

Commission, and the code is also known as Title 24, Part 2, of the California Code of Regulations. The most recent building standard adopted by the legislature and used throughout the state is the 2019 version of the CBC (effective January 1, 2020), often with local, more restrictive amendments that are based on local geographic, topographic, or climatic conditions. These codes provide minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC contains provisions for earthquake safety based on factors including occupancy type, types of soil and rock on site, and strength of ground shaking with specified probability of occurring at a site.

California Public Resources Code, Section 5097.5

Paleontological sites are protected under a variety of state policies and regulations in the California Public Resources Code. In addition, paleontological resources are recognized as nonrenewable resources and receive protection under the California Public Resources Code and California Environmental Quality Act (CEQA). California Public Resources Code, Section 5097.5, states the following:

A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands. . . . A violation of this section is a misdemeanor.

This statute prohibits the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with California Public Resources Code, Section 5097.5, for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. California Public Resources Code, Section 5097.5, also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (state, county, city, and district) lands.

Natural Hazards Disclosure Act (California Civil Code, Section 1103.2)

The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a Natural Hazard Disclosure Statement when the property being sold lies within one or more state-mapped hazard areas, including a seismic hazard zone. California law also requires that, when houses built before 1960 are sold, the seller must give the buyer a completed earthquake hazards disclosure report and the booklet *The Homeowners Guide to Earthquake Safety*. This publication was written and adopted by the California Seismic Safety Commission.

Seismic Hazard Mapping Act (California Public Resources Code, Sections 2690–2699.6)

The Seismic Hazard Mapping Act was adopted by the state in 1990 to protect the public from the effects of non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The act requires responsible agencies to only approve projects within seismic hazard zones following a site-specific investigation to determine if the hazard is present, and if so, the inclusion of appropriate mitigation. In addition, the act requires real estate sellers and agents at the time of sale to disclose if a property is in one of the designated seismic hazard zones.

Soils Investigation Requirements

California Health and Safety Code, Sections 17953–17955, and CBC Section 1802 include requirements for soils investigations for subdivisions requiring tentative and final maps and for other specified types of structures. Testing of samples from subsurface investigations, such as from borings or test pits, is required. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

Local

City of Perris General Plan

The specific policies outlined in the City of Perris General Plan that are related to geology and soils and that apply to the Proposed Project are listed in Table 4.10-3, City of Perris General Plan Consistency Analysis, of Section 4.10, Land Use and Planning, of this EIR. Notably, the Safety Element policies applicable to the analysis of geology and soils include:

Policy I.E. All development will be required to include adequate protection from damage due to seismic incidents.

Measure I.E.1 Require geological and geotechnical investigations by State-licensed professionals, in areas with potential for earthquake-induced liquefaction, landsliding, other slope instability, or settlement as part of the environmental and development review process.

Measure I.E.2 Require implementation of mitigation measures identified in such investigations mentioned above [in Measure I.E.1], prior to the issuance of grading and building permits.

Measure I.E.5 Adopt and enforce the most current version of the California Building Code (CBC).

City of Perris Building Code

Chapter 16.08 (Building, Plumbing and other Codes Adopted), of the City of Perris Municipal Code includes the City's Building Code. Building construction is governed by the CBC; however, the City has amended and provided exemptions to the CBC that address specific geologic considerations in the City. As identified in Chapter 16.08.050 (Adoption of the 2019 CBC), the 2019 CBC shall become the building codes of the City for regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area, and maintenance of all buildings and structures in the City.

4.6.1.2 Existing Conditions

Soils and Geology

As required by the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR mitigation measure MM Geo 1 presented below, a Geotechnical Investigation of the Project Site was conducted, and is included in Appendix F of this EIR. The Geotechnical Investigation included a visual site reconnaissance, subsurface exploration, field and laboratory testing, and geotechnical engineering analysis to provide criteria for Project design. A total of 7 borings were advanced to depths of approximately 10 to 50 feet below existing site grades.

Native alluvium was encountered at the ground surface at all the boring locations, extending to at least the maximum depth explored of 50 feet. The alluvial soils generally consist of interbedded layers of medium dense to very dense silty sands, sandy silts, and clayey sands with varying clay and fine gravel content and very stiff to hard silty clays, clayey silts and sandy clays with varying sand and silt content.

Groundwater

Free water was encountered during the drilling at 3 of the boring locations. Water was encountered at depths of 27 to 30 feet below existing site grades at Boring Nos. B-1, B-5 and B-9. The remaining boreholes were dry at the time of completion of drilling. Therefore, the static groundwater table is considered to have been present at depths of 27 to 30 feet below the existing site grades at the time of subsurface exploration. Recent water level data indicates that the nearest monitoring well is located approximately 3,168 feet northeast from the Project Site (California Department of Water Resources 2021). Water level readings within this monitoring well indicate a high groundwater level of 25 feet below the ground surface in November 2020.

Topography

The Project Site consists of a rectangular-shaped parcel, 27.26 net acres in size. The Project Site is currently vacant and undeveloped. The ground surface consists of hummocky soil covered by

dense native grass and weed growth. The Project Site is relatively level with localized undulations of 1 to 2 feet.

Faulting and Seismicity

Research of available maps indicates that the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. No evidence of faulting was identified during the Geotechnical Investigation. Accordingly, the potential for fault rupture at the Project Site is extremely low.

The potential for other geologic hazards such as seismically induced settlement, lateral spreading, tsunamis, inundation, seiches, flooding, and subsidence affecting the Project Site is considered low.

Surface Fault Rupture

Ground surface rupture along an earthquake fault may cause damage to aboveground infrastructure and other features. The State of California has mapped known active faults that may cause surface fault rupture in inhabited areas as part of the Alquist-Priolo Earthquake Fault Zoning Act. There are no known active faults crossing the Project Site and, as discussed above, it is not located within an Alquist-Priolo Earthquake Fault Zone as defined by the state. The likelihood of surface fault rupture at the Project Site is relatively low. However, lurching or cracking of the ground surface as a result of nearby seismic events is possible.

Seismically Induced Ground Shaking

Strong ground shaking from an earthquake can result in damage associated with landslides, ground lurching, structural damage, and liquefaction. The Project Site is subject to moderate levels of seismically induced ground shaking due to its proximity to active faults capable of producing a maximum moment magnitude of 6.0 or more. According to the United States Geologic Survey, the de-aggregated mean magnitude for the Project Site is 6.97, based on the peak ground acceleration and soil classification D.

Liquefaction

Liquefaction is the loss of soil strength or stiffness due to a build-up of water pressure between soil particles during severe ground shaking or other rapid loading. This condition is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils that often make up alluvial materials. Lateral spreading is the finite, horizontal movement of material associated with pore pressure build-up or liquefaction. This process can occur in a shallow underlying deposit during an earthquake in areas susceptible to liquefaction. To occur, lateral spreading requires the existence of a continuous and laterally unconstrained liquefiable zone.

The Project Site is located within a zone of moderate liquefaction susceptibility as mapped by the County of Riverside. Potentially liquefiable soils were encountered at one of the 50-foot-deep

boring locations. The potentially liquefiable soils were generally encountered at depths between 27 and 37 feet.

Lateral Spreading

Lateral spreading is the finite, horizontal movement of material associated with pore pressure build-up or liquefaction. This process can occur in a shallow underlying deposit during an earthquake in areas susceptible to liquefaction. To occur, lateral spreading requires the existence of a continuous and laterally unconstrained liquefiable zone. Lateral spreading can occur on gently sloping and on flat ground close to rivers and lakes. The potential for lateral spreading affecting the Project Site is considered low.

Landslides

Landslides are gravity-driven movements of earth materials that may include rock, soil, unconsolidated sediment, or combinations of such materials. The primary factors influencing the stability of a slope are the nature of the underlying soil or bedrock, the geometry of the slope (height and steepness), and rainfall. The presence of historical landslide deposits is a good indicator of future landslides. Landslides are commonly triggered by unusually high rainfall and the resulting soil saturation, by earthquakes, or a combination of these conditions. The Slope Instability Map of the Safety Element of the City of Perris General Plan indicates that the Project Site is not mapped in an area susceptible to seismically induced landslides (City of Perris 2022).

Paleontological Setting

Paleontological resources are nonrenewable scientific and educational resources. Projects subject to CEQA must determine if a project would “directly or indirectly destroy a unique paleontological resource.” An impact to paleontological resources would be considered a significant impact if a project results in the direct or indirect destruction of a unique or important paleontological resource or site. A project site is deemed paleontologically sensitive if (1) it has fossils that have previously been recovered from a particular geologic unit; (2) there are recorded fossil localities within the same geologic units as occur within the project area; and (3) the types of fossil materials that have been recovered from the geologic unit are unique or important.

Paleontological Resources

The City of Perris General Plan Conservation Element Exhibit CN-7, Paleontological Sensitivity, identifies the potential for areas of the City to contain paleontological resources. The Project Site is located within Paleontological Sensitivity Area #5, low to high sensitivity, with younger alluvium overlying older fan alluvium at depth. Once excavation in this area reaches 5 feet below ground surface, the potential for impacts to paleontological resources changes from low to high potential.

4.6.2 Thresholds of Significance

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

- **Threshold GEO-1:** Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.
 - Strong seismic ground shaking.
 - Seismic-related ground failure, including liquefaction.
 - Landslides.
- **Threshold GEO-2:** Result in substantial soil erosion or the loss of topsoil.
- **Threshold GEO-3:** Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- **Threshold GEO-4:** Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- **Threshold GEO-5:** Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.
- **Threshold GEO-6:** Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

4.6.3 Regulatory Requirements

RR GEO-1 The Proposed Project will comply with specific policies outlined in the City of Perris General Plan that are related to geology and soils including Policy I.E, Measure I.E.1, Measure I.E.2, and Measure I.E.5.

RR GEO-2 The Project will comply with Chapter 16.08 (Building, Plumbing and other Codes Adopted), of the Perris Municipal Code includes the City’s Building Code. As identified in Chapter 16.08.050 (Adoption of the 2019 California Building Code), the 2019 CBC shall become the building codes of the City for regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area and maintenance of all buildings and/or structures in the City.

4.6.4 Environmental Impacts

The following sections address various potential impacts relating to geology and soils that could result from implementation of the Proposed Project.

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

There are no PVCCSP Standard and Guidelines applicable to the analysis of geology and soils. The PVCCSP EIR includes mitigation measure MM Geo 1 for potential impacts related to geology and soils. As required by PVCCSP EIR mitigation measure MM Geo 1, a site-specific Geotechnical Investigation has been prepared for the Proposed Project and is included in Appendix F of this EIR.

MM Geo 1 Concurrent with the City of Perris' review of implementing development projects, the Project proponent of the implementing development Project shall submit a geotechnical report prepared by a registered geotechnical engineer and a qualified engineering geologist to the City of Perris Public Works/Engineering Administration Division for its review and approval. The geotechnical report shall assess the soil stability within the implementing development project affecting individual lots and building pads, and shall describe the methodology (e.g., over-excavated, backfilled, compaction) being used to implement the project's design.

The Cultural Resources section of the PVCCSP EIR also identifies mitigation measure MM Cultural 5 for the discovery of paleontological resources. Project-level mitigation measure MM GEO-1 presented below implements PVCCSP EIR mitigation measure MM Cultural 5, as subsequently revised by the City of Perris.

4.6.4.1 Threshold GEO-1: Exposure to Seismic-Related Hazards

Impact Analysis

Fault rupture can occur along pre-existing, known active fault traces; however, fault rupture also can splay from known active faults or rupture along unidentified fault traces. Section 3, Geology and Soils, of the PVCCSP EIR Initial Study determined that the Perris Valley Commerce Center (PVCC) area is not located in an Alquist-Priolo Earthquake Fault Zone, and no other known faults are in the vicinity. This is consistent with the conclusions of the site-specific geotechnical studies, which identify that research of available maps indicate that the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone, and that SCG did not identify any evidence of faulting during the Geotechnical Investigation. Accordingly, the Geotechnical Investigation concludes that the potential for fault rupture on the Project Site is extremely low. There would be no impact related to the potential to directly or indirectly expose people or structures to substantial adverse effects related to ground rupture.

Section 3, Geology and Soils, of the PVCCSP EIR Initial Study concludes that the PVCC area, which includes the Project Site, would be subject to strong ground shaking, typical of Southern California, and that design and construction in accordance with current building codes and all geotechnical recommendations would reduce potential impacts from ground shaking to a less than significant level.

Consistent with PVCCSP EIR Perris Valley Commerce Center (MM Geo 1 above, a site-specific Geotechnical Investigation has been prepared by a registered geotechnical engineer for the Project Site. The nearest earthquake fault is the San Jacinto Fault, located approximately 6.7 miles northeast of the Project Site. The risk for seismic hazards is not substantially different than the risk to properties throughout the Southern California area.

The Geotechnical Investigation includes site-specific seismic design parameters and provides design/construction recommendations for geotechnical design, grading, construction, foundations, floor slabs, exterior flatwork, retaining walls, and pavement. Consistent with City of Perris General Plan policies cited above, the Proposed Project would be designed and constructed in accordance with all final Geotechnical Investigation recommendations (referred to as mitigation measures in General Plan Safety Element Implementation Measure I.E.2 above), which are based on CBC requirements. The Geotechnical Investigation concludes that the Proposed Project is considered feasible from a geotechnical standpoint.

Further, the PVCCSP EIR and the Perris Building Code, which incorporates the CBC, provide guidelines and parameters that reduce the effects of ground shaking produced by regional seismic events. The Project Owner/Developer is required to implement seismic design considerations in accordance with the CBC, which is reflected in General Plan Safety Element Implementation Measure I.E.5. Notably, the City would apply a mandatory condition of approval on the Proposed Project that would require all buildings to be constructed in accordance with the City of Perris Building Code, which incorporates the CBC.

Consistent with General Plan Safety Element measures cited above and PVCCSP EIR mitigation measure MM Geo 1, the Proposed Project would be designed and constructed in accordance with all final Geotechnical Investigation recommendations (referred to as mitigation measures in General Plan Safety Element Implementation Measure I.E.2 above) and the Geotechnical Investigation shall be reviewed and approved by the City Engineer. With adherence to the City of Perris General Plan policies, compliance with the CBC, and City of Perris Building Code, and mandatory compliance with the recommendations of the final Geotechnical Investigation related to design and construction, the Proposed Project would not directly or indirectly expose people or structures to substantial adverse effects, including loss, injury or death, involving strong seismic ground shaking. This potential impact would be less than significant.

Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions, which causes the soil to behave as a viscous liquid. Liquefaction is generally limited to the upper 50 feet of subsurface soils. Research and historical data indicate that loose granular soils of Holocene to late Pleistocene age below a near-surface groundwater table are most susceptible to liquefaction, while the stability of most clayey material is not adversely affected by vibratory motion.

Section 3, Geology and Soils, of the PVCCSP EIR Initial Study identifies that the PVCC area includes locations with varying liquefaction potential, from low to very high, and that site-specific geotechnical studies shall determine the liquefaction risk for each project. As previously discussed, based on review of the Riverside County GIS website, the site-specific Geotechnical Investigation indicate the Project Site is located within a zone of moderate liquefaction susceptibility.

Potentially liquefiable soils were encountered at one of the 50-foot-deep boring locations. The potentially liquefiable soils were generally encountered at depths between 27 to 37 feet. Settlement analysis was performed for the potentially liquefiable stratum.

The result of the settlement analyses, total dynamic settlements due to liquefaction are expected to range from 0.0 to 0.8 inches. The resulting differential settlements are expected to be on the order of 0.5 inches. The estimated differential settlement can be assumed to occur across a distance of 100 feet, indicating a maximum angular distortion of less than 0.001 inches.

It is considered feasible to support the proposed structure on shallow foundations. Such a foundation system can be designed to resist the effects of the anticipated differential settlements, to the extent that the structure would not catastrophically fail. Designing the proposed structure to remain completely undamaged during a major seismic event is not considered to be economically feasible. Based on this understanding, the use of shallow foundation systems is considered to be the most economical means of supporting the proposed structure.

To support the proposed structure on shallow foundations (such as spread footings) the structural engineer would be required to verify that the structure would not catastrophically fail due to the predicted dynamic differential settlements. Any utility connections to the structure should be designed to withstand the estimated differential settlements. It should also be noted that minor to moderate repairs, including re-leveling, restoration of utility connections, and repair of damaged drywall and stucco, would likely be required after occurrence of the liquefaction-induced settlements.

The use of a shallow foundation system, as described in the Geotechnical Investigation, is typical for buildings of this type, where they are underlain by the extent of liquefiable soils encountered at the Project Site. The post-liquefaction damage that could occur within the building proposed for the Project Site would be typical of similar buildings in the vicinity of the Proposed Project.

Consistent with General Plan measures cited above and PVCCSP EIR mitigation measure MM Geo 1, the Proposed Project would be designed and constructed in accordance with all final Geotechnical Investigation recommendations (referred to as mitigation measures in General Plan Safety Element Implementation Measure I.E.2 above) and the Geotechnical Investigation shall be reviewed and approved by the City Engineer. With adherence to the City of Perris General Plan policies, compliance with the CBC and City of Perris Building Code, and mandatory compliance with the recommendations of the final Geotechnical Investigation related to design and construction, the Proposed Project would not directly or indirectly expose people or structures to substantial adverse effects, including loss, injury or death from seismic-related ground failure, including liquefaction. This potential impact would be less than significant.

Section 3, Geology and Soils, of PVCCSP EIR Initial Study concludes that there would be no impacts related to landslides, as the PVCC area, which includes the Project Site, is relatively flat and not located near any areas that possess potential landslide characteristics. There are no hillsides or steep slopes at the Project Site or in the immediate vicinity of the area. Accordingly, implementation of the Proposed Project would not expose people or structures at the Project Site to substantial landslide risks, and implementation of the Proposed Project would not pose a substantial direct or indirect landslide risk to properties surrounding the Project Site. No impact would occur.

Significance of Impact

Less Than Significant Impact.

4.6.4.2 Threshold GEO-2: Soil Erosion or Topsoil Loss

Impact Analysis

Erosion is the process by which the upper layers of the surface (such as soils) are worn and removed by the movement of water or wind. Soils with characteristics such as low permeability or low cohesive strength are more susceptible to erosion than those soils having higher permeability and cohesive strength. Wind erosion can damage land and natural vegetation by removing soil from one place and depositing it in another. It mostly affects dry, sandy soils in flat, bare areas, but wind erosion may occur wherever soil is loose, dry, and finely granulated. Under existing conditions, the Project Site has the potential to contribute windblown soil and sand because it is undeveloped with no or little vegetative cover and contains loose and dry topsoil conditions.

The PVCCSP EIR Initial Study concludes that no long-term soil erosion would occur, as PVCCSP implementing projects would involve the development of structures, paving (i.e., hardscape), and landscaping; short-term construction-related erosion potential would be addressed through compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements, and impacts would be less than significant.

Construction-Related Erosion

The largest source of erosion and topsoil loss, particularly in a developed environment, is uncontrolled drainage during construction. The Project Site is relatively flat. Ground disturbance (including over excavation, utility trenching, and foundation excavation during construction activities on exposed soils) could lead to erosion and topsoil loss during heavy rains and windy conditions. Grading for the Proposed Project would be limited to relatively minor cuts and fills to establish design grades, to prepare building foundations, and for utility trenching/infrastructure excavation.

As further discussed in Section 4.9, Hydrology and Water Quality, of this EIR, pursuant to the requirements of the State Water Resources Control Board, the Project Owner/Developer would be required to obtain an NPDES permit for construction activities, including grading. The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, or excavation that disturb at least 1 acre of total land area. The City's Municipal Separate Storm Sewer System (MS4) NPDES Permit requires development projects to prepare and submit to the City for approval a site-specific Storm Water Pollution Prevention Plan to demonstrate compliance with the NPDES permit requirements. The Storm Water Pollution Prevention Plan is required to identify a combination of erosion control and sediment control measures (i.e., Best Management Practices) that would reduce or eliminate sediment discharge to surface water from stormwater and non-stormwater discharges during construction. In addition, as discussed in Section 4.2, Air Quality, of this EIR, the Project Owner/Developer would be required to comply with South Coast AQMD Rule 403's requirements related to fugitive dust control, which would reduce the amount of particulate matter in the air and minimize the potential for wind erosion. With mandatory compliance with all applicable regulatory requirements as presented in the Air Quality and Hydrology and Water Quality sections of this EIR, the potential for water or wind erosion at the Project Site during construction activities would be less than significant.

Post-Development Erosion

Regarding erosion during long-term Project operation, consistent with the PVCCSP EIR Initial Study, the Project Site would be landscaped or covered with impervious surfaces and surface runoff would be captured and treated by an on-site storm drain system. Implementation of the Proposed Project would result in less long-term erosion and loss of topsoil than under existing conditions.

Operations of the Proposed Project would result in an increase in impervious areas and uses that could increase runoff or pollutants into surface water or groundwater. The Proposed Project would comply with the Section G, New Development and Redevelopment, of the Municipal Regional Stormwater Permit (NPDES Permit No. CAS 618033) which aims to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address soluble and insoluble stormwater runoff pollutant discharges and prevent increases in runoff from projects. The provision requires regulated projects to include low-impact

development practices, such as pollutant source control measures and stormwater treatment features aimed to maintain or restore the Project Site's natural hydrologic functions.

The Municipal Regional Stormwater Permit also requires that stormwater treatment measures are properly installed, operated, and maintained to ensure long-term management of on-site flows.

Further, as required by the City's Stormwater/Urban Runoff Management and Discharge Control Ordinance, the Proposed Project would be required to submit a preliminary Water Quality Management Plan (WQMP) for review and approval, prior to the City's consideration of the first discretionary approval of the Proposed Project (land use entitlement permit); and a final WQMP, prior to the issuance of grading permits. The Project-specific WQMP would be consistent with the City's Ordinance and the Riverside County WQMP, and include appropriate site design, source control, and treatment control BMPs to minimize runoff and soil erosion throughout Project operations. Therefore, potential operational impacts related to substantial soil erosion or loss of topsoil would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.6.4.3 Threshold GEO-3: Geologic Stability

Impact Analysis

Section 3, Geology and Soils, of the PVCCSP EIR Initial Study concludes that the potential for lateral spreading and landslide is low, as the PVCCSP area is relatively flat; however, the potential for subsidence is high. Seismic-related ground failure is addressed under Threshold a(iii) above. Expansive soil is addressed under Threshold d below. The following discussion of the potential settlement and shrinkage/subsidence potential is summarized from the Geotechnical Investigation, as applicable.

Settlement Potential

Settlement refers to unequal compression of a soil foundation, shrinkage, or undue loads being applied to a building after its initial construction that affect the soil foundation. The results of the liquefaction evaluation indicate total dynamic settlements ranging between 0.0 and 0.8 inches.

Remedial grading, as recommended in the Geotechnical Investigation, would remove most of these soils from within the zone of influence of the new foundations. The native alluvium that will remain in place below the recommended depth of over excavation will not be significantly influenced by the foundation loads of the new structure. Provided that the recommended remedial grading is completed, the post construction settlements of the proposed structure are expected to be within tolerable limits.

Based on the estimate magnitude of the differential settlements, the proposed structure may be supported on shallow foundations. Further, the potential for seismically induced settlement is considered low. Refer to Threshold GEO-1, Exposure to Seismic-Related Hazards, above for further discussion on liquefaction and settlement. The Project Owner/Developer would comply with the site-specific ground preparation and construction recommendations contained in the Proposed Project's Geotechnical Investigation. Therefore, potential impacts would be less than significant.

Shrinkage/Subsidence Potential

Potential Subsidence is a gradual settling or sudden sinking of the ground surface (i.e., loss of elevation). The principal causes of subsidence are aquifer-system compaction, drainage of organic soils, underground mining, and natural compaction. Shrinkage is the reduction in volume in soil as the water content of the soil drops (i.e., loss of volume).

Removal and recompaction of the artificial fill and near-surface native soils is estimated to result in an average shrinkage of 5 to 13 percent. Shrinkage estimates for the individual samples range between 0 and 22 percent based on the results of density testing and the assumption that the on-site soils will be compacted to about 92 percent of the ASTM D-1557 maximum dry density. It should be noted that the shrinkage estimate is based on the results of dry density testing performed on small-diameter samples of the existing soils taken at the boring locations.

Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. The subsidence is estimated to be 0.1 to 0.15 foot. This estimate may be used for grading in areas that are underlain by native alluvial soils. According to the Geotechnical Investigation, the potential for subsidence affecting the Project Site is considered low.

These estimates are based on previous experience and the subsurface conditions encountered at the boring locations. The Project Owner/Developer would comply with the site-specific ground preparation and construction recommendations contained in the Proposed Project's Geotechnical Investigation. Based on the foregoing, potential impacts related to soil shrinkage/subsidence and collapse would be less than significant.

Lateral Spreading Potential

According to the Geotechnical Investigation, the potential for lateral spreading affecting the Project Site is considered low.

Consistent with the City of Perris General Plan measures cited above and PVCCSP EIR mitigation measure MM Geo 1, the Proposed Project would be designed and constructed in accordance with all Geotechnical Investigation recommendations (referred to as mitigation measures in General Plan Safety Element Implementation Measure I.E.2 above); and the Geotechnical Investigation shall be reviewed and approved by the City Engineer. Furthermore, the City of Perris would

conduct a thorough administrative review of future grading permits to ensure that earthwork activities do not result in any conditions that could result in unstable soils. Therefore, with compliance with City General Plan measures and the recommendations of the final Geotechnical Investigation, potential impacts related to location on an unstable geologic unit or soil would be less than significant; and no additional mitigation is required.

Significance of Impact

Less Than Significant Impact.

4.6.4.4 Threshold GEO-4: Expansive Soils

Impact Analysis

Expansive soils are soils that exhibit cyclic shrink and swell patterns in response to variations in moisture content.

The expansion potential of the on-site soils was determined in general accordance with ASTM D-4829. The testing apparatus is designed to accept a 4-inch diameter, 1-inch high, remodeled sample. Results of laboratory testing indicate the on-site soils to possess a medium expansion potential (EI) of 56 and the soils to be corrosive to buried metal pipes.

Based on the presence of expansive soils at the Project Site, care should be given to proper moisture conditioning the building pad subgrade soils to a moisture content of 2 to 4 percent above the ASTM D-1557 optimum during site grading. In addition to adequately moisture conditioning the subgrade soils and fill soils during grading, special care must be taken to maintaining moisture content of these soils at 2 to 4 percent above the optimum moisture content. This will require the contractor to frequently moisture condition these soils throughout the grading process, unless grading occurs during a period of relatively wet weather.

The Proposed Project would be required to be constructed in conformance with the CBC and City of Perris Municipal Code Title 16. Additionally, consistent with General Plan measures cited above and PVCCSP EIR mitigation measure MM Geo 1, the Proposed Project would be designed and constructed in accordance with all final Geotechnical Investigation recommendations (referred to as mitigation measures in General Plan Safety Element Implementation Measure I.E.2 above); and the Geotechnical Investigation shall be reviewed and approved by the City Engineer. Further, provisions would be made to limit the potential for surface water to penetrate the soils immediately adjacent to the new structure. These provisions should include directing surface runoff into rain gutters and area drains, reducing the extent of landscaped areas around the structure, and sloping the ground surface away from the building. Where possible, it is recommended that landscaped planters not be located immediately adjacent to the proposed building. If landscaped planters around the building are

necessary, it is recommended that drought-tolerant plants or a drip irrigation system be used to minimize the potential for deep moisture penetration around the structure.

Per Section 19.71.050 of the Perris Municipal Code, irrigation shall be provided as appropriate for tree species and location. No tree shall be planted on City property without automatic irrigation and controls. Highly drought-tolerant trees, or trees newly planted in irrigated turf areas may have temporary irrigation systems as approved by the City's landscape architect for a minimum of 2 years. Tolerance for recycled water as provided by the Eastern Municipal Water District shall be ensured. Through conformance with the CBC and Perris Municipal Code Title 16, and implementation of the provisions and recommendations outlined in the Geotechnical Investigation (Appendix F), a less than significant impact would occur.

Significance of Impact

Less Than Significant Impact.

4.6.4.5 Threshold GEO-5: Septic Tanks or Alternative Wastewater Disposal Systems

Impact Analysis

The Project Site would connect to the existing sewer system and would not require the use of septic tanks. Thus, soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater is not applicable to the Proposed Project.

Significance of Impact

No Impact.

4.6.4.6 Threshold GEO-6: Paleontological Resources

Impact Analysis

The PVCCSP EIR concludes that, with implementation of identified mitigation measures, development of allowed uses and infrastructure projects identified in the PVCCSP would not directly or indirectly destroy unique paleontological resources, paleontological sites, or unique geologic features.

Paleontological resources are typically found in geologic strata that was deposited during the Pleistocene Epoch which includes the time between 2.6 million years ago until approximately 11,700 years ago. The Holocene Epoch began about 11,700 years ago and consists of younger sedimentary deposits and fossils that are considered less likely to be found. Construction of the Proposed Project would require grading and excavation of soils, and therefore, would have high potential to encounter paleontological resources during activities beyond this depth. Accordingly,

the Proposed Project would be required to demonstrate compliance with City of Perris General Plan Conservation Element Implementation Measure IV.A.4 which requires paleontological monitoring of development sites within Paleontological Sensitivity Area #5 once subsurface excavations reach 5 feet in depth, with monitoring levels reduced if appropriate, at the discretion of a certified Project paleontologist. This requirement is applied to the Proposed Project as Project-level mitigation measure MM GEO-1. Implementation of Project-level mitigation measure MM GEO-1 would reduce potential impacts to a less than significant level.

Significance of Impact

Potentially significant without mitigation.

4.6.5 Cumulative Impacts

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

As noted in the foregoing analysis, the potential Project-related impacts related to geology and soils would be considered less than significant with adherence to the City's General Plan policies and implementing measures, compliance with the CBC and City of Perris Building Code, and required incorporation of site-specific geotechnical recommendations contained in the Geotechnical Investigations into the Project design. Geology and soil-related impacts are generally site-specific and are determined by particular on-site soil characteristics, proximity to faults, topography, and proposed land uses. Development projects are analyzed on an individual basis and must comply with established requirements of the applicable jurisdiction's development standards and the CBC as they pertain to protection against known geologic hazards and potential geologic and soil-related impacts.

4.6.5.1 Cumulative Threshold GEO-1: Exposure to Seismic-Related Hazards

Cumulative effects related to geology resulting from the implementation of future development of the Proposed Project as well as surrounding areas could expose more people and property to potential impacts due to seismic activity. Long-term impacts related to geology include the exposure of people to the potential for seismically induced ground shaking. Implementation of other cumulative projects would incrementally increase the number of people and structures subject to a seismic event. Seismic and geologic significance is considered on a project-by-project basis through the preparation of design-level geotechnical studies. The potential for any project to be affected by or any project to exacerbate an existing geotechnical hazard would be minimized or not occur through strict engineering guidelines as they pertain to protection against known geologic hazards and potential geologic and soil-related impacts.

4.6.5.2 Cumulative Threshold GEO-2: Soil Erosion or Topsoil Loss

With respect to erosion, as discussed under Threshold GEO-2, regulatory requirements mandate that the Proposed Project incorporate measures design during construction and long-term operation to ensure that significant erosion impacts do not occur. Other development projects in the vicinity of the Proposed Project would be required to comply with the same regulatory requirements as the Proposed Project to preclude substantial adverse water and wind erosion impacts. Because the Proposed Project and other cumulative projects would be subject to similar mandatory regulatory requirements to control erosion hazards during construction and long-term operation, the Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to erosion.

4.6.5.3 Cumulative Threshold GEO-3: Geologic Stability

4.6.5.4 Cumulative Threshold GEO-4: Expansive Soils

Development of the Proposed Project as well as all past, present, and future projects would be required to be constructed in accordance with the latest edition of the CBC and to adhere to all current earthquake construction standards, including those relating to soil characteristics set forth by the City. Therefore, no elements of the Proposed Project would contribute to any cumulatively considerable geologic and soils impacts.

4.6.5.5 Cumulative Threshold GEO-5: Septic Tanks or Alternative Wastewater Disposal Systems

As previously indicated, the Proposed Project would connect to existing sewer lines and would not cause an impact with regard to septic tanks or alternative wastewater disposal systems, impacts would not be cumulatively considerable.

4.6.5.6 Cumulative Threshold GEO-6: Paleontological Resources

Although development activities on the Project Site would not impact any known paleontological resources, there is the potential that such resources are buried beneath the surface of the Project Site and could be impacted during construction. Other projects within the region would similarly have the potential to impact unknown, subsurface paleontological resources during ground-disturbing activities. However, implementation of Project-level mitigation measure MM GEO-1 for the Proposed Project, and similar mitigation requirements for development in the PVCC area and the City, would ensure the proper identification and subsequent treatment of any paleontological resources that may be encountered during ground-disturbing activities associated. With implementation of Project-level mitigation measure MM GEO-1, the Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact to paleontological resources.

4.6.6 Level of Significance Before Mitigation

4.6.6.1 Threshold GEO-1: Exposure to Seismic-Related Hazards

With adherence to the City's General Plan policies, compliance with the CBC and City of Perris Building Code, mandatory and compliance with the recommendations of the final Geotechnical Investigation related to design and construction, the Proposed Project would have a less than significant impact with regard to exposure to seismic-related hazards.

4.6.6.2 Threshold GEO-2: Soil Erosion or Topsoil Loss

The Proposed Project would not result in a substantial adverse impact with regard to substantial soil erosion or the loss of topsoil.

4.6.6.3 Threshold GEO-3: Geologic Stability

With compliance with City General Plan measures, and the recommendations of the final Geotechnical Investigation, potential impacts related to location on an unstable geologic unit or soil would be less than significant.

4.6.6.4 Threshold GEO-4: Expansive Soils

With conformance with the CBC and Perris Municipal Code Title 16, compliance with City General Plan measures, and the recommendations of the final Geotechnical Investigation, potential impacts related to expansive soils would be less than significant.

4.6.6.5 Threshold GEO-5: Septic Tanks or Alternative Wastewater Disposal Systems

The Proposed Project would be connected to existing sewer lines, and there would be no impact related to on-site soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

4.6.6.6 Threshold GEO-6: Paleontological Resources

The Proposed Project would have the potential to directly or indirectly destroy a unique paleontological resource.

4.6.7 Mitigation Measures

MM GEO-1 Prior to the issuance of grading permits, the Project Owner/Developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program. The Paleontological Resource Impact Mitigation Monitoring Program shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during on- and off-site subsurface excavation that exceeds 5 feet in depth below the pre-

grade surface. Selection of the Project paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the site or within off-site Project improvement areas until the Project paleontologist has been approved by the City.

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

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

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

4.6.8 Level of Significance After Mitigation

4.6.8.1 Threshold GEO-6: Paleontological Resources

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

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4.7 Greenhouse Gas Emissions

This section evaluates the potential for impacts on greenhouse gas (GHG) emissions resulting from implementation of The Cubes at Placentia Industrial Project (Proposed Project). Information presented in this section is primarily based on the Placentia Avenue Industrial Air Quality, Global Climate Change, Health Risk Assessment, and Energy Impact Analysis (Air Quality Impact Analysis) prepared by Ganddini Group (2024) and included in Appendix B of this Environmental Impact Report (EIR). References used in preparation of this section are listed in Chapter 8, References.

No comments were received in response to the Notice of Preparation regarding greenhouse gas emissions. However, at the December 19, 2023, Draft EIR public scoping meeting, general comments regarding air pollution and greenhouse gas emissions were made.

4.7.1 Environmental Setting

The following sections describe the environmental setting for the Proposed Project as it relates to GHG emissions.

4.7.1.1 Regulatory Setting

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

Federal

Safer Affordable Fuel-Efficient Vehicles Part One: National Program

The Safer Affordable Fuel-Efficient (SAFE) Rule, adopted by the U.S. Environmental Protection Agency (EPA) in September 2019, revokes California's authority to set its own GHG emissions standards and zero-emission vehicle mandates in California. The SAFE Rule affects California's federally approved on-road mobile source emissions inventory model (Emission Factor (EMFAC), which reflects California-specific driving and environmental conditions, fleet mix, and the impact of California's unique mobile source regulations, such as the Low-Emission Vehicle (LEV) program, including the LEV II and LEV III standards; California inspection and maintenance programs; and California's in-use diesel fleet rules.

Clean Air Act

In *Massachusetts v. Environmental Protection Agency* (Docket No. 05–1120), the U.S. Supreme Court held in April of 2007 that the EPA has statutory authority under Section 202 of the federal Clean Air Act to regulate GHGs. The court did not hold that the EPA was required to regulate GHG emissions; however, it indicated that the agency must decide whether GHGs cause or

contribute to air pollution that is reasonably anticipated to endanger public health or welfare. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the Clean Air Act. The EPA adopted a Final Endangerment Finding for the six defined GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) on December 7, 2009. The Endangerment Finding is required before the EPA can regulate GHG emissions under Section 202(a)(1) of the Clean Air Act consistently with the Supreme Court decision. The EPA also adopted a Cause or Contribute Finding in which the EPA Administrator found that GHG emissions from new motor vehicle and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. These findings do not, by themselves, impose any requirements on industry or other entities. However, these actions were a prerequisite for implementing GHG emissions standards for vehicles.

Executive Order 13432

In response to the *Massachusetts v. Environmental Protection Agency* ruling, President George W. Bush signed Executive Order 13432 on May 14, 2007, directing the EPA, along with the Departments of Transportation, Energy, and Agriculture, to initiate a regulatory process that responds to the Supreme Court’s decision. Executive Order 13432 was codified into law by the 2009 Omnibus Appropriations Law signed on February 17, 2009. The order sets goals in the areas of energy efficiency, acquisition, renewable energy, toxics reductions, recycling, sustainable buildings, electronics stewardship, fleets, and water conservation. Light-Duty Vehicle Greenhouse Gas and Corporate Average Fuel Economy Standards.

U.S. Environmental Protection Agency

The EPA is responsible for implementing federal policy to address global climate change. In 2009, the EPA issued a Final Rule for mandatory reporting of GHG emissions, which applies to fossil fuel and industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and requires annual emissions reporting. This rule does not regulate the emission of GHGs; it only requires the monitoring and reporting of GHG emissions for those sources above certain thresholds.

State

Assembly Bill 32 and Senate Bill 32: California Global Warming Solutions Act

Assembly Bill (AB) 32 requires the California Air Resources Board (CARB) to reduce statewide GHG emissions to 1990 levels by 2020. As part of this legislation, CARB was required to prepare a “Scoping Plan” that demonstrates how the state will achieve this goal. The first Scoping Plan was adopted in 2011 and describes local governments as “essential partners” in meeting the statewide goal, recommending a GHG reduction level 15 percent below 2005–2008 levels (depending on when a full emissions inventory is available) by 2020.

CARB released the 2017 Scoping Plan Update on January 20, 2017. The 2017 Scoping Plan Update provides strategies for achieving the 2030 target established by Executive Order (EO) B-30-15 and codified in Senate Bill (SB) 32 (40 percent below 1990 levels by 2030). The 2017 Scoping Plan Update recommends local plan-level GHG emissions reduction goals. CARB recommends that local governments aim to achieve emissions of no more than 6 metric tons of carbon dioxide equivalents (MTCO_{2e}) per capita by 2030 and no more than 2 MTCO_{2e} per capita by 2050.

Assembly Bill 341: Commercial Recycling

AB 341 sets a statewide goal of 75 percent recycling, composting, or source reduction of solid waste by the year 2020. As required by AB 341, the California Department of Resources Recycling and Recovery (CalRecycle) adopted the Mandatory Commercial Recycling Regulation on January 17, 2012. The regulation was approved by the Office of Administrative Law on May 7, 2012. It became effective immediately and clarified the responsibilities in implementing mandatory commercial recycling. The Mandatory Commercial Recycling Regulation focuses on increased commercial waste diversion as a method to reduce GHG emissions. The regulation is designed to achieve a 5 million MTCO₂ reduction in GHG emissions, which equates to roughly an additional 2–3 MTCO₂ of currently disposed commercial solid waste being recycled by 2020 and thereafter.

Assembly Bill 1007: State Alternative Fuels Plan

AB 1007 (Chapter 371, Statutes of 2005) required the California Energy Commission (CEC) to prepare a state plan to increase the use of alternative fuels in California. The CEC prepared the State Alternative Fuels Plan in partnership with CARB and in consultation with other state, federal, and local agencies. The State Alternative Fuels Plan presents strategies and actions that California must take to increase the use of alternative nonpetroleum fuels in a manner that minimizes the costs to California and maximizes the economic benefits of in-state production. The State Alternative Fuels Plan assesses various alternative fuels and develops fuel portfolios to meet California’s goals to reduce petroleum consumption, increase alternative fuel use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Assembly Bill 1493: Clean Car Standards

Also known as “Pavley I,” AB 1493 standards were the nation’s first GHG standards for automobiles. AB 1493 requires CARB to adopt vehicle standards that lower GHG emissions from new light-duty automobiles to the maximum extent feasible. In January 2012, CARB adopted the Advanced Clean Cars Program to achieve additional GHG emissions reductions for passenger vehicles for model years 2017–2025. The program includes LEV regulations and zero-emission vehicle regulations. Together, the two standards increased average fuel economy to roughly 43 miles per gallon in 2020 (and more for years beyond 2020). However, the SAFE Rule, adopted by

the EPA in September 2019 and detailed above, affects California’s federally approved on-road mobile source emissions standards. CARB prepared off-model adjustment factors for both on-road mobile source emissions inventory model (EMFAC) 2014 and EMFAC 2017 to account for the impacts of the SAFE Rule (CARB 2024).

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the CEC. The act established state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission regulates privately owned utilities in the energy, rail, telecommunications, and water fields.

California Code of Regulations Title 24, Part 6

California Code of Regulations, Title 24, Part 6 (California’s Energy Efficiency Standards for Residential and Nonresidential Buildings), was established in 1978 to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although the standards were not originally intended to reduce GHG emissions, electricity production by fossil fuels and natural gas use result in GHG emissions, and energy-efficient buildings require less electricity and natural gas. Therefore, increased energy efficiency results in decreased GHG emissions.

The CEC adopted its 2008 Standards on April 23, 2008, in response to AB 32. The 2008 Standards were adopted to (1) provide California with an adequate, reasonably priced, and environmentally sound supply of energy; (2) pursue California energy policy, which states that energy efficiency is the resource of first choice for meeting California’s energy needs; (3) meet the West Coast Governors’ Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes every 3 years; and (4) meet the requirements of EO B-18-12 and those in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards. The latest update of the California Code of Regulations, Title 24, Part 6, which went into effect on January 1, 2023, significantly increases the energy efficiency of new residential and non-residential buildings.

California Green Building Standards Code (California Code of Regulations, Title 24, Part 11)

The California Green Building Standards Code (CALGreen) was adopted in 2010 and went into effect on January 1, 2011. Further updates to CALGreen went into effect on January 1, 2017, and January 1, 2020. CALGreen is the first statewide mandatory green building code and significantly raises the minimum environmental standards for construction of new buildings in California. The mandatory provisions in CALGreen reduce the use of volatile organic compound-emitting materials, strengthen water conservation, and require construction waste recycling. The latest 2022 update of the CALGreen Code went into effect on January 1, 2023. The 2022 CALGreen Code

mandatory measures for nonresidential uses that reduce GHG emissions and are applicable to the Proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.1 (5.106.5.3). Additionally, Table 5.106.5.5.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, office buildings, manufacturing facilities, and retail stores.
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.408.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).

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

The 2022 CALGreen Building Standards Code has been adopted in Perris Municipal Code Section 16.08.050. The 2025 CALGreen Code takes effect on January 1, 2026 and the Project would be required to comply with the CALGreen Code standards that are in effect at the time that the building permits are approved.

Executive Order B-30-15: 2030 Greenhouse Gas Emissions Reduction Target

On April 29, 2015, Governor Jerry Brown announced through EO B-30-15 the following GHG emissions target:

- By 2030, California shall reduce GHG emissions to 40 percent below 1990 levels.

The emissions reduction target of 40 percent below 1990 levels by 2030 is an interim-year goal to make it possible to reach the ultimate goal of reducing emissions 80 percent under 1990 levels by

2050. The EO directs CARB to provide a plan with specific regulations to reduce statewide sources of GHG emissions. EO B-30-15 does not include a specific guideline for local governments.

Executive Order N-79-20: Zero-Emission Vehicles

EO N-79-20, signed by Governor Gavin Newsom on September 23, 2020, directs the state to require that, by 2035, all new cars and passenger trucks sold in California be zero-emission vehicles to reduce transportation GHG emissions, the primary source of emissions in the state. Following the EO, CARB will develop regulations to mandate that 100 percent of in-state sales of new passenger cars and trucks are zero emission by 2035 and that all operations of medium- and heavy-duty vehicles shall be 100 percent zero emission by 2045 where feasible.

Executive Order S-01-07: Low Carbon Fuel Standard

In 2007, Governor Arnold Schwarzenegger signed EO S-01-07, which mandates (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020, and (2) that a low carbon fuel standard (LCFS) for transportation fuels be established in California. CARB developed the LCFS regulation pursuant to the state's authority under AB 32 and the federal Clean Air Act and adopted it in 2009.

Executive Order S-06-06: Biofuel and Biopower Production Targets

EO S-06-06, signed on April 25, 2006, by Governor Schwarzenegger, establishes targets for the use and production of biofuels and biopower, and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The EO establishes the following targets to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels within California by 2010, 40 percent by 2020, and 75 percent by 2050. The EO also calls for the state to meet a target for use of biomass electricity. The 2011 Bioenergy Action Plan identifies those barriers and recommends actions to address them so the state can meet its clean energy, waste reduction, and climate protection goals. The 2012 Bioenergy Action Plan updates the 2011 plan and provides a more detailed action plan to achieve the following goals (BIWG 2012):

- Increase environmentally and economically sustainable energy production from organic waste;
- Encourage development of diverse bioenergy technologies that increase local electricity generation, combined heat and power facilities, renewable natural gas, and renewable liquid fuels for transportation and fuel cell applications;
- Create jobs and stimulate economic development, especially in rural regions of the state; and
- Reduce fire danger, improve air and water quality, and reduce waste.

As of 2016, 2.7 percent of the total electricity system power in California was derived from biomass.

Executive Order S-3-05: Greenhouse Gas Emissions Reduction Targets

On June 1, 2005, Governor Schwarzenegger announced, through EO S-3-05, the following GHG emissions targets:

- By 2010, California shall reduce GHG emissions to 2000 levels.
- By 2020, California shall reduce GHG emissions to 1990 levels.
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

EO S-3-05 also laid out state agencies' responsibilities for implementation and reporting on progress toward these targets.

Senate Bill 32 and Assembly Bill 197

In 2016, the California State Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197, and both were signed by Governor Brown. SB 32 and AB 197 amends HSC Division 25.5 and establishes a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and includes provisions to ensure the benefits of state climate policies reach into disadvantaged communities.

Senate Bill 97: California Environmental Quality Act Greenhouse Gas Emissions

SB 97, enacted in 2007, amended the California Environmental Quality Act (CEQA) statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. The legislation directed the California Governor's Office of Planning and Research to develop Draft CEQA Guidelines "for the mitigation of GHG emissions or the effects of GHG emissions" and directed the resources agency to certify and adopt the State CEQA Guidelines. State CEQA Guidelines, Section 15183.5, Tiering and Streamlining the Analysis of GHG Emissions, was added as part of the State CEQA Guidelines amendments that became effective in 2010 and describes the criteria needed in a GHG reduction plan that would allow for tiering and streamlining of CEQA analysis for development projects.

Senate Bill 350: California Renewables Portfolio Standards Program

The California Renewables Portfolio Standards program was established in 2002 under SB 1078 and accelerated in 2006 under SB 107 by requiring that 20 percent of electricity retail sales be served by renewable energy sources by 2010. Subsequent recommendations in California energy policy reports advocated a goal of 33 percent by 2020, and on November 17, 2008, Governor Schwarzenegger signed EO S-14-08, requiring electricity retailers to serve 33 percent of their load with renewable energy by 2020. In April 2011, SB X1-2 codified EO S-14-08, setting the new Renewables Portfolio Standards targets at 20 percent by the end of 2013, 25 percent by the end of 2016, and 33 percent by the end of 2020 for electricity retailers. Most recently, Governor Brown signed SB 350 in October 2015, which extended the Renewables Portfolio Standards target by

requiring retail sellers to procure 50 percent of their electricity from renewable energy resources by 2030.

Senate Bill 375: Sustainable Communities Strategy

SB 375 was adopted in 2008 and provides a new planning process that coordinates land use planning, Regional Transportation Plans, and funding priorities to help California meet the GHG reduction goals established in AB 32. SB 375 requires Regional Transportation Plans, developed by Metropolitan Planning Organizations, to incorporate a Sustainable Communities Strategy in their Regional Transportation Plans. The goal of the Sustainable Communities Strategy is to reduce regional vehicle miles traveled (VMT) through land use planning and consequent transportation patterns. SB 375 also includes provisions for streamlined CEQA review for some infill projects, such as transit-oriented development.

Senate Bill 1368

SB 1368 is the companion Bill of AB 32 and was adopted September 2006. SB 1368 requires the California Public Utilities Commission to establish a performance standard for baseload generation of GHG emissions by investor-owned utilities by February 1, 2007, and for local publicly owned utilities by June 30, 2007. These standards could not exceed the GHG emissions rate from a baseload combined-cycle, natural gas-fired plant. Furthermore, the legislation states that all electricity provided to the State, including imported electricity, must be generated by plants that meet the standards set by California Public Utilities Commission and CEC.

Regional

South Coast Air Quality Management District

The Project Site is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (AQMD).

South Coast AQMD Regulation XXVII, Climate Change

Rules 2700 and 2701

The South Coast AQMD adopted Rules 2700 and 2701 on December 5, 2008, which establishes the administrative structure for a voluntary program designed to quantify GHG emission reductions. Rule 2700 establishes definitions for the various terms used in Regulation XXVII – Global Climate Change. Rule 2701 provides specific protocols for private parties to follow to generate certified GHG emission reductions for projects within the South Coast Air Basin. Approved protocols include forest projects, urban tree planting, and manure management. The South Coast AQMD is currently developing additional protocols for other reduction measures. For a GHG emission reduction project to qualify, it must be verified and certified by the South Coast AQMD Executive Officer, who has 60 days to approve or deny the Plan to reduce GHG emissions.

Upon approval of the Plan, the Executive Officer issues required to issue a certified receipt of the GHG emission reductions within 90 days.

Rule 2702

The South Coast AQMD adopted Rule 2702 on February 6, 2009, which establishes a voluntary air quality investment program from which South Coast AQMD can collect funds from parties that desire certified GHG emission reductions, pool those funds, and use them to purchase or fund GHG emission reduction projects within two years, unless extended by the South Coast AQMD Governing Board. Priority will be given to projects that result in co-benefit emission reductions of GHG emissions and criteria or toxic air pollutants within environmental justice areas. Further, this voluntary program may compete with the cap-and-trade program identified for implementation in CARB's Scoping Plan, or a federal cap and trade program.

Rule 3002

The South Coast AQMD amended Rule 3002 on November 5, 2010 to include facilities that emit greater than 100,000 tons per year of CO₂e are required to apply for a Title V permit by July 1, 2011. A Title V permit is for facilities that are considered major sources of emissions.

SCAQMD Threshold Development

For GHG emissions and global warming, there is currently no established, universally agreed-upon “threshold of significance” by which to measure an impact. A variety of agencies have developed greenhouse gas emission thresholds and/or have made recommendations for how to identify a threshold. However, the thresholds for projects within the jurisdiction of the South Coast AQMD remain in flux. The California Air Pollution Control Officers Association explored a variety of threshold approaches but did not recommend one approach (CAPCOA 2008). CARB recommended approaches for setting interim significance thresholds (CARB 2008), in which a draft industrial project threshold suggests that non-transportation related emissions under 7,000 MTCO₂e per year would be less than significant; however, CARB has not approved those thresholds and has not published anything since then. The South Coast AQMD has explored the development of significance thresholds, as discussed below.

The South Coast AQMD has been evaluating GHG significance thresholds since April 2008. On December 5, 2008, the South Coast AQMD Governing Board adopted an interim greenhouse gas significance threshold of 10,000 MTCO₂e for stationary sources, rules, and plans where the SCAQMD is lead agency (South Coast AQMD permit threshold).

The South Coast AQMD has continued to consider the development and adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses (South Coast AQMD draft local agency threshold):

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a locally adopted GHG reduction plan. If a project is consistent with a qualifying locally adopted GHG reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening thresholds, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant:
 - Option 1
 - All industrial projects: 10,000 MTCO_{2e} per year. Based on non-industrial land use type: residential: 3,500 MTCO_{2e} per year; commercial: 1,400 MTCO_{2e} per year; or mixed-use: 3,000 MTCO_{2e} per year.
 - Option 2
 - All non-industrial land use types: 3,000 MTCO_{2e} per year.

The thresholds identified above have not been adopted by the South Coast AQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. If CARB adopts statewide significance thresholds, South Coast AQMD staff plan to report back to the South Coast AQMD Governing Board regarding any recommended changes or additions to the South Coast AQMD's interim threshold. The only update to the South Coast AQMD's GHG thresholds since 2010 is that the 10,000 MTCO_{2e} per year threshold for industrial projects is now included in the South Coast AQMD's March 2023 South Coast AQMD Air Quality Significance Thresholds document that is published for use by local agencies.

In the absence of other thresholds of significance promulgated by the South Coast AQMD, the City of Perris has been using the South Coast AQMD's 10,000 MTCO_{2e} per year threshold for industrial projects and the draft thresholds for nonindustrial projects the purpose of evaluating the GHG impacts associated with proposed general development projects. This approach is consistent with State CEQA Guidelines, Section 15064.7(b), which states that "a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence." The South Coast AQMD is the regional authority on air emissions and has published documentation for threshold development (South Coast AQMD 2008). Although the AB 32 target of reducing statewide emissions to 1990 levels by 2020 was the primary state goal at the time of the South Coast AQMD threshold development, the South Coast AQMD also determined that the interim thresholds would contribute to achieving the Executive Order S-3-

05 goal of reducing emissions to 80 percent below 1990 levels by 2050. SB 32 adopted an interim threshold of 40 percent reduction from 1990 levels by 2030 to put the state on track to achieve the S-3-05 2050 target. The S-3-05 target has been superseded by the AB 1279 goal of an 85 percent reduction in anthropogenic emissions from 1990 levels by 2045. However, the 2020 Scoping Plan states that the SB 32 2030 reduction target remains a critical step to achieving the AB 1279 target. Additionally, the Scoping Plan acknowledges that new technologies and statewide policies would be required to achieve the AB 1279 target beyond 2030, such as increased emissions reduction standards and increased use of zero-emissions vehicles. As such, a goal of 85 percent reduction from 1990 levels or net-zero GHG emissions is not prescribed as a local target or threshold. The 2030 interim target remains an appropriate threshold for local agencies to achieve a fair share reduction toward statewide emissions reduction goals. As such, the City of Perris and other lead agencies throughout the basin continue to apply the South Coast AQMD adopted and draft thresholds. The City's evaluation of impacts under the 10,000 MTCO_{2e} per year threshold is also considered to be conservative since it is being applied to all of the GHG emissions generated by the Proposed Project (i.e., area sources, energy sources, vehicular sources, solid waste sources, and water sources) whereas the South Coast AQMD's adopted 10,000 MTCO_{2e} per year threshold applies only to the new stationary sources generated at industrial facilities.

Local

City of Perris CAP

The City of Perris Climate Action Plan (CAP) was completed in February 2016. The Perris CAP was developed to address global climate change through the reduction of harmful greenhouse gas emissions at the community level and as part of California's mandated statewide GHG reduction goal (AB 32). Through the Perris CAP, the city has developed multiple sustainable strategies to directly benefit the community by decreasing carbon emissions while adapting to a changing climate. The programs and actions provided in the Perris CAP were developed to help the city grow healthily, resourcefully, and sustainably.

4.7.1.2 Existing Conditions

Global Climate Change Overview

Climate change refers to any substantial change in measures of climate (such as temperature, precipitation, or wind) lasting for decades or longer. Earth's climate has changed many times during the planet's history, including events ranging from ice ages to long periods of warmth. Historically, natural factors, such as volcanic eruptions, changes in Earth's orbit, and the amount of energy released from the sun, have affected Earth's climate. Some GHGs, such as water vapor, occur naturally and are emitted to the atmosphere through natural processes, while others are emitted through human activities. Beginning in the late 18th century, human activities associated

with the Industrial Revolution changed the composition of the atmosphere and, therefore, very likely influenced Earth's climate.

The accumulation of GHGs in the atmosphere regulates Earth's temperature. Without the natural heat-trapping effects of GHGs, Earth's temperature would be approximately 86 degrees Fahrenheit (°F) cooler (Riebeek 2010). However, it is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of GHGs in the atmosphere beyond the level of naturally occurring concentrations.

The Global Carbon Project (2020) released an update of the global carbon budget for the year 2019. The atmospheric carbon dioxide (CO₂) concentration in 2019 was 410 parts per million (ppm), 48 percent above the concentration at the start of the Industrial Revolution (about 280 ppm in 1750). Global GHG emissions experienced an unprecedented drop in 2020 but are likely to rebound in 2021. It is projected that global fossil fuel CO₂e emissions in 2021 will rebound 4.9 percent compared to 2020 to 36.4 billion MTCO₂e, returning to nearly 2019 emission levels of 36.7 billion MTCO₂e. The annual mean growth rate of atmospheric CO₂ has shown a steady increase. The highest growth rates since 1960 occurred in 1987, 1998, and 2015–2016, even reflecting a strong El Niño, which weakens the land sink effect (Jackson et al. 2021).

Greenhouse Gases

GHGs are present in the atmosphere naturally, released by natural sources, or formed from secondary reactions taking place in the atmosphere. The following gases are widely seen as the principal contributors to human-induced global climate change:¹

- CO₂
- Methane (CH₄)
- Nitrous oxide (N₂O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur hexafluoride (SF₆)

Over the last 200 years, human activities have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions increase GHG concentrations in the atmosphere and enhance the natural greenhouse effect, which scientists believe can cause global warming. While GHGs produced by human activities include naturally occurring GHGs (e.g., CO₂, methane, and nitrous oxide), some gases (e.g., hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) are completely new to the atmosphere. Certain other gases (e.g., water vapor) are short lived in the atmosphere compared to these GHGs, which remain in the atmosphere for significant periods of

¹ The GHGs listed are consistent with the definition in Assembly Bill (AB) 32 (California Government Code, Section 38505), as discussed in this section.

time and contribute to climate change in the long term. Water vapor is generally excluded from the list of GHGs because it is short lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes (e.g., oceanic evaporation). For the purposes of this EIR, the term “GHGs” will refer collectively to the six gases identified in the bulleted list provided above. The following discussion summarizes the characteristics of the six primary GHGs.

Carbon Dioxide

In the atmosphere, carbon generally exists in its oxidized form as CO₂. Natural sources of CO₂ include the respiration (breathing) of humans, animals, and plants; volcanic outgassing; decomposition of organic matter; and evaporation from the oceans. Human-caused sources of CO₂ include the combustion of fossil fuels and wood, waste incineration, mineral production, and deforestation. Earth maintains a natural carbon balance, and when concentrations of CO₂ are upset, the system gradually returns to its natural state through natural processes. Natural changes to the carbon cycle work slowly, especially compared to the rapid rate at which humans are adding CO₂ to the atmosphere. Natural removal processes (e.g., photosynthesis by land- and ocean-dwelling plant species) cannot keep pace with this extra input of human-made CO₂, and consequently, the gas is building up in the atmosphere. The concentration of CO₂ in the atmosphere has risen approximately 30 percent since the late 1800s.

Methane

Methane is produced when organic matter decomposes in environments lacking sufficient oxygen. Natural sources of methane include fires, geologic processes, and bacteria that produce methane in a variety of settings (most notably wetlands). Anthropogenic sources include rice cultivation, livestock, landfills and waste treatment, biomass burning, and fossil fuel combustion (e.g., the burning of coal, oil, and natural gas). As with CO₂, the major removal process of atmospheric methane (a chemical breakdown in the atmosphere) cannot keep pace with source emissions, and methane concentrations in the atmosphere are increasing.

Nitrous Oxide

Nitrous oxide is produced naturally by a variety of biological sources, particularly microbial action in soils and water. Tropical soils and oceans account for the majority of natural source emissions. Nitrous oxide is also a product of the reaction that occurs between nitrogen and oxygen during fuel combustion. Both mobile and stationary combustion sources emit nitrous oxide. The quantity of nitrous oxide emitted varies according to the type of fuel, technology, and pollution control device used, as well as maintenance and operating practices. Agricultural soil management and fossil fuel combustion are the primary sources of human-generated nitrous oxide emissions in the state.

Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride

Hydrofluorocarbons are primarily used as substitutes for ozone (O₃)-depleting substances regulated under the Montreal Protocol.² Perfluorocarbons and sulfur hexafluoride are emitted from various industrial processes, including aluminum smelting, semiconductor manufacturing, electric power transmission and distribution, and magnesium casting. No aluminum or magnesium production occurs in the State of California; however, rapid growth in the semiconductor industry, which is active in the state, has led to greater use of perfluorocarbons.

Global Warming Potential

The GHGs described previously vary considerably in terms of global warming potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another GHG. GWP is based on several factors, including the relative effectiveness of a GHG in absorbing infrared radiation and the length of time that the GHG remains in the atmosphere (referred to as “atmospheric lifetime”). The GWP of each GHG is measured relative to CO₂, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO₂ over a specified time period. GHG emissions are typically measured in terms of metric tons³ (MT) of CO₂e. For example, nitrous oxide is 25 times more potent at contributing to global warming than CO₂. Table 4.7-1, Global Warming Potential for Selected Greenhouse Gases, identifies the GWP for each relevant GHG.

Table 4.7-1. Global Warming Potential for Selected Greenhouse Gases

Pollutant	Atmospheric Lifetime (Years)	GWP (100-Year)²
Carbon Dioxide (CO ₂)	~100 ¹	1
Methane (CH ₄)	12	25
Nitrous Oxide (N ₂ O)	121	298

Source: CAPCOA 2022. Consistent with CalEEMod, Version 2022.1.1.24.

Notes: CH₄ = methane; CO₂ = carbon dioxide; GWP = global warming potential; N₂O = nitrous oxide

¹ CO₂ has a variable atmospheric lifetime and cannot be readily approximated as a single number.

² The warming effects over a 100-year period relative to other GHGs.

Emissions and Inventories

Global Emissions

Worldwide anthropogenic GHG emissions in 2010 were approximately 49,000 million MTCO₂e, including ongoing emissions from industrial and agricultural sources and emissions from land use changes (e.g., deforestation, biomass decay). CO₂ emissions from fossil fuel use and industrial

² The Montreal Protocol is an international treaty that was approved on January 1, 1989, and was designated to protect the O₃ layer by phasing out the production of several groups of halogenated hydrocarbons that are believed to be responsible for O₃ depletion and are also potent GHGs.

³ A metric ton is equivalent to approximately 1.1 tons.

processes account for 65 percent of the total emissions of 49,000 million MTCO₂e (which include land use changes), and CO₂ emissions account for 77 percent of total GHG emissions. Methane emissions account for 16 percent of total GHG emissions, and nitrous oxide emissions account for 6 percent of total GHG emissions (IPCC 2014).

United States Emissions

In 2019, the United States emitted approximately 6.6 billion MTCO₂e. Total U.S. emissions increased by 1.8 percent from 1990 to 2019, and emissions decreased from 2018 to 2019 by 1.7 percent. A contributor to the decrease in total GHG emissions between 2018 and 2019 was a reduction in total energy use. The decrease in CO₂ emissions over time was a result of multiple factors, including substitution from coal to natural gas and other non-fossil energy sources in the electric power sector.

State of California Emissions

CARB is responsible for developing the state GHG Emission Inventory. This inventory estimates the amount of GHGs emitted to and removed from the atmosphere by human activities in the state and supports the AB 32 Climate Change Program. CARB's current GHG emission inventory covers the years 1990–2018 and is based on fuel use, equipment activity, industrial processes, and other relevant data (e.g., housing, landfill activity, and agricultural lands).

According to CARB emission inventory estimates, the state emitted approximately 425 million MTCO₂e emissions in 2017. This is a decrease of 5 million MTCO₂e from 2016 and a 14 percent decrease since 2004. Since the peak level in 2004, California's GHG emissions have generally followed a decreasing trend. CARB estimates that transportation was the source of approximately 40 percent of the state's GHG emissions in 2017, followed by industrial sources at 21 percent and electricity generation at 15 percent. The largest emissions category in the transportation sector is On-Road Transportation, which consists of passenger vehicles (cars, motorcycles, and light-duty trucks) and heavy-duty vehicles. The remaining sources of GHG emissions were residential and commercial activities at 10 percent, agriculture at 8 percent, high-GWP gases at 5 percent, and recycling and waste at 2 percent.

City of Perris

The Perris CAP included a baseline inventory of community-wide GHG emissions. Total aggregated community emissions for Perris were approximately 378,099 MT CO₂e in 2010. Transportation accounted for the largest share of emissions (60 percent), followed by residential energy use (20 percent) and commercial and industrial energy use (15 percent). Waste generation and wastewater and sewer systems accounted for the remaining 5 percent (City of Perris 2016).

4.7.2 Thresholds of Significance

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

- **Threshold GHG-1:** Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- **Threshold GHG-2:** Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Applicable Regional Thresholds

South Coast AQMD CEQA Air Quality Handbook

Additionally, State CEQA Guidelines, Section 15064.7, provides the significance criteria established by the applicable air quality management district or air pollution control district, when available, may be relied upon to make determinations of significance. To determine whether the Proposed Project's GHG emissions are significant, this analysis uses the South Coast AQMD screening threshold of 10,000 MTCO_{2e} per year for industrial uses.

4.7.3 Regulatory Requirements

State and local regulatory requirements applicable to the Proposed Project are described below. The Proposed Project would be required to comply with the following during construction and operation.

- RR GHG-1** The Proposed Project will be consistent with the City of Perris Climate Action Plan (CAP), which outlines several sustainable strategies aimed at decreasing carbon emissions while adapting to a changing climate. The CAP was developed to address global climate change through the reduction of harmful greenhouse gas emissions at the community level and as part of California's mandated statewide GHG reduction goal (AB 32). Programs and actions provided in the CAP were developed to help the city grow healthily, resourcefully, and sustainably.

4.7.4 Environmental Impacts

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

Methodology

The Proposed Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment. The following provides the methodology used to calculate the project-related GHG emissions and the Proposed Project impacts.

CalEEMod Version 2022.1.1.22 was used to calculate the GHG emissions from the Proposed Project. The CalEEMod Output for year 2026 is available in Appendix B of the Air Quality Impact Analysis (Appendix B of this EIR). Sources of GHG emissions included in modeling are described below.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the Proposed Project. The vehicle trips associated with the Proposed Project have been analyzed by inputting the Proposed Project-generated vehicular trips from the Traffic Impact Analysis into CalEEMod. See the Proposed Project-specific Air Quality Impact Analysis (Section 2 of Appendix B) for further details.

Construction

The construction-related GHG emissions were also included in the analysis and were based on a 30-year amortization rate as recommended in the South Coast AQMD GHG Working Group meeting on November 19, 2009. The construction-related GHG emissions were calculated by CalEEMod and in the manner detailed in the Air Quality Impact Analysis (Section 2 of Appendix B).

Default assumptions were utilized for all other inputs.

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

There are no Standards or Guidelines specifically related to GHG emissions included in the PVCCSP. The PVCCSP EIR includes the following mitigation measures to address air pollutant emissions, which would also reduce GHG emissions.

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

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

- MM Air 5** Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the City of Perris' Building Division prior to issuance of grading permits
- MM Air 6** The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the California Air Resources Board (CARB) in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or Environmental Protection Agency (EPA) certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOX unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris' Building Division prior to issuance of a grading permit.
- MM Air 7** During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris' Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris' Building Division
- MM Air-11** Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.
- MM Air-13** In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to South Coast AQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for Nitrogen

Oxides (NOX)] funding programs, as identified on SCAQMD’s website (<http://www.aqmd.gov>). Tenants would be required to use those funds, if awarded.

- MM Air-14** Each implementing development project shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance would be required prior to the issuance of occupancy permits.
- MM Air-18** Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the Project sites shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of Americans with Disabilities Act (ADA)-compliant paths to the major building entrances in the project.
- MM Air-19** In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris’ Building Division) prior to conveyance of applicable streets.
- MM Air-20** Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building’s energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All reductions will be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.

4.7.4.1 Threshold GHG-1: Generation of Greenhouse Gas Emissions

Impact Analysis

The GHG emissions have been calculated based on the parameters described above. A summary of the results is shown below in Table 4.7-2, Proposed Project-Related Greenhouse Gas Emissions, and the CalEEMod results for the Proposed Project are provided in Appendix B of the Air Quality

Impact Analysis (Appendix B of this EIR). Table 4.7-2 shows that the total for the Proposed Project’s emissions (without credit for any reductions from sustainable design and/or regulatory requirements) would be 6,219.83 MTCO₂e per year. According to the thresholds of significance established above, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations of the Proposed Project would exceed the South Coast AQMD threshold of 10,000 MTCO₂e per year for industrial uses. Therefore, operation of the Proposed Project would not create a significant cumulative impact to global climate change.

Table 4.7-2. Proposed Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO ₂	NonBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Maximum Annual Operations	90.9	5,733.00	5,824.00	9.42	0.41	6,188.00
Construction ¹	0.00	31.3	31.3	0.00	0.00	31.83
Total Emissions	90.9	5764.3	5855.3	9.42	0.41	6,219.83
South Coast AQMD draft screening threshold for industrial uses						10,000
Exceeds Threshold?						No

Source: CAPCOA 2022. Refer to Appendix B.

Notes: CO₂ = carbon dioxide; Bio-CO₂ = biogenic carbon dioxide; NonBio CO₂ = non-biogenic carbon dioxide; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent; ¹ = Construction GHG emissions CO₂e based on 30-year amortization rate

Significance of Impact

Less Than Significant Impact.

4.7.4.2 Threshold GHG-2: Conflict with Applicable Plan

Impact Analysis

The Proposed Project would have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. As stated previously, the City of Perris has a Climate Action Plan; therefore, the Proposed Project and its GHG emissions have been compared to the goals of the Perris CAP, which is based on the AB 32 target, and Executive Order S-3-05, as codified in SB-32.

As stated previously, the South Coast AQMD's tier 3 thresholds used Executive Order S-3-05 goal as the basis for deriving the screening level. The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following reduction targets:

- **2010:** Reduce greenhouse gas emissions to 2000 levels
- **2020:** Reduce greenhouse gas emissions to 1990 levels
- **2050:** Reduce greenhouse gas emissions to 80 percent below 1990 levels

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide

emission cap which was phased in starting in 2012. Therefore, as the Proposed Project's emissions meet the South Coast AQMD threshold of 10,000 MTCO_{2e} per year for all land use types (in compliance with Executive Order S-3-05), the Proposed Project's emissions also comply with the goals of AB 32. Additionally, as the Proposed Project meets the current interim emissions targets/thresholds established by the South Coast AQMD, the Proposed Project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. Furthermore, the majority of the post 2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the Proposed Project will be required to comply with these regulations as they come into effect.

The Perris CAP is a plan to reduce City-wide GHG emissions consistent with the AB 32 target of reducing GHG emissions to 1990 levels by 2020. As described above, the Proposed Project would be consistent with plans to achieve more aggressive targets and would therefore be consistent with CAP emissions targets. Additionally, applicable GHG reduction measures in the Perris CAP include transitioning of truck fleets to low emissions technologies (Measure SR-11), energy efficiency (Measure SR-2), construction waste diversion (Measure SR-13), and water efficiency (Measure SR-14). These measures would be implemented consistent with State regulations, including the Advanced Clean Trucks and Advanced Clean Fleets regulations, and the CALGreen Code. The Proposed Project and future truck fleets that access the site would be required to comply with State standards. As such, Project emissions would be reduced consistent with the Perris CAP. Impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.7.5 Cumulative Impacts

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

4.7.5.1 Cumulative Threshold GHG-1: Generation of Greenhouse Gas Emissions and Cumulative Threshold GHG-2: Conflict with Applicable Plan

Although the Proposed Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. Therefore, in the case of global climate change, the proximity of the Proposed Project to other GHG emission generating activities is not directly relevant to the determination of a cumulative impact because climate change is a global condition (Appendix B). According to the California Air Pollution Control Officers Association, "GHG impacts are

exclusively cumulative impacts; there are no noncumulative GHG emission impacts from a climate change perspective” (CAPCOA 2008). The resultant consequences of that climate change can cause adverse environmental effects. A project’s GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change.

In 2006, under Assembly Bill 32, the state mandated a goal of reducing statewide emissions to 1990 levels by 2020. In November of 2022, the CARB released the 2022 Scoping Plan. The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279. In order to achieve these goals, CARB is in the process of establishing and implementing regulations to reduce statewide GHG emissions. Consistent with State CEQA Guidelines Section 15064h(3), the City, as lead agency, has determined that the Proposed Project’s contribution to cumulative GHG emissions and global climate change would be less than significant if the Proposed Project would generate less than 10,000 MTCO_{2e} per year of GHG emissions and if the Proposed Project is consistent with the applicable regulatory plans and policies to reduce GHG emissions.

As discussed in Threshold GHG-1 above, the Proposed Project would generate less than 10,000 MTCO_{2e} per year of GHG emissions. Therefore, it would not create a significant cumulative impact to global climate change

As discussed in Threshold GHG-2 above, the Proposed Project would be consistent with the goals and objectives of the Perris CAP. Therefore, the Proposed Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Given this consistency, it is concluded that the Proposed Project’s incremental contribution to greenhouse gas emissions and their effects on climate change would not be cumulatively considerable.

4.7.6 Level of Significance Before Mitigation

4.7.6.1 Threshold GHG-1: Generation of Greenhouse Gas Emissions

The Proposed Project would not generate greenhouse gas emissions that may have a significant impact on the environment.

4.7.6.2 Threshold GHG-2: Conflict with Applicable Plan

The Proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

4.7.7 Mitigation Measures

The following PVCCSP EIR mitigation measures have been incorporated into the Proposed Project. Implementation of these measures would limit potential impacts to less-than-significant levels, and no project-specific mitigation measures are required.

- MM Air 2** Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.
- MM Air 4** Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.
- MM Air 5** Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the City of Perris' Building Division prior to issuance of grading permits
- MM Air 6** The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the California Air Resources Board (CARB) in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or Environmental Protection Agency (EPA) certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOX unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris' Building Division prior to issuance of a grading permit.

- MM Air 7** During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris' Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris' Building Division
- MM Air 11** Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.
- MM Air 13** In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to South Coast AQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP, HVIP, and SOON funding programs, as identified on SCAQMD's website (<http://www.aqmd.gov>). Tenants would be required to use those funds, if awarded.
- MM Air 14** Each implementing development project shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance would be required prior to the issuance of occupancy permits.
- MM Air 18** Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the project sites shall be designed to accommodate future bus turnouts at locations established through

consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area should aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of Americans with Disabilities Act (ADA)-compliant paths to the major building entrances in the project.

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

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

4.7.8 Level of Significance After Mitigation

Because no mitigation measures are required, impacts are the same as described in Section 4.7.6, Level of Significance Before Mitigation.

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4.8 Hazards and Hazardous Materials

This section evaluates the potential for impacts on hazards and hazardous materials resulting from implementation of The Cubes at Placentia Industrial Project (Proposed Project or Project). Information presented in this section is primarily based on the following document:

- Phase I Environmental Site Assessment Report, Placentia Avenue Perris, Partner Engineering and Science, Inc, August 2023 (Appendix G)

For purposes of this Environmental Impact Report (EIR), the term “toxic substance” is defined as a substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may present an unreasonable risk of injury to human health or the environment. Toxic substances include chemical, biological, flammable, explosive, and radioactive substances. The term “hazardous material” is defined as a substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may: 1) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, disposed of, or otherwise mismanaged; or 2) cause or contribute to an increase in mortality or an increase in irreversible or incapacitating illness. Hazardous waste is defined in the California Code of Regulations, Title 22, Section 66261.3. The defining characteristics of hazardous waste are ignitability (oxidizers, compressed gases, and extremely flammable liquids and solids); corrosivity (strong acids and bases); reactivity (explosives or generates toxic fumes when exposed to air or water); and toxicity (materials listed by the U.S. Environmental Protection Agency [EPA] as capable of inducing systemic damage to humans or animals). Certain wastes are called “Listed Wastes” and are found in the California Code of Regulations, Title 22, Sections 66261.30 through 66261.35. Wastes appear on the lists because of their known hazardous nature or because the processes that generate them are known to produce hazardous wastes (which are often complex mixtures).

There was one Notice of Preparation comment received regarding the analysis of hazards and hazardous materials. The Riverside County Airport Land Use Commission (ALUC) confirmed that the Project Site is within Zone C1 and Zone D of the March Air Reserve Base/Inland Port Airport (March ARB/IPA) Airport Influence Area; however, because the City of Perris is consistent with the compatibility plan for March ARB/IPA, they have noted that the City can conduct the review themselves, unless the Proposed Project proposes a legislative action such as a change of zone or a Specific Plan Amendment. The Proposed Project requires a Specific Plan Amendment to the Perris Valley Commerce Center Specific Plan (PVCCSP) to vacate and remove the non-developed planned street and Murrieta Road between Placentia Avenue and the Perris Valley Storm Drain Channel. Though the Proposed Project requires a Specific Plan Amendment, the Proposed Project was found by the Riverside County ALUC to be consistent with the 2014 March Air Reserve

Base/Inland Port Airport Land Use Compatibility Plan (ALUCP). No comments regarding hazards or hazardous materials were raised at the Draft EIR scoping meeting on December 19, 2023.

4.8.1 Environmental Setting

4.8.1.1 Regulatory Setting

This section describes the federal, state, regional, and local regulatory framework adopted to address hazards and hazardous materials.

Federal

Comprehensive Environmental Response, Compensation, and Liability Act (U.S. Code, Title 42, Section 9601 et seq.)

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 is a law developed to protect the water, air, and soil resources from the risks created by past chemical disposal practices. This law is also referred to as the “Superfund Act” and regulates sites on the National Priority List, which are called “Superfund sites.”

Emergency Planning and Community Right-To-Know Act (U.S. Code, Title 42, Chapter 116)

In 1986, Congress passed the Superfund Amendments and Reauthorization Act. Title III of this regulation may be cited as the “Emergency Planning and Community Right-to-Know Act of 1986” (EPCRA). The act requires the establishment of state commissions, planning districts, and local committees to facilitate the preparation and implementation of an Emergency Plan. Under these requirements, local emergency planning committees are responsible for developing a plan that includes the following to prepare for and respond to a chemical emergency:

- An identification of local facilities and transportation routes where hazardous materials are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting drills to test the plan. The Emergency Plan is reviewed by the State Emergency Response Commission and publicized throughout the community. The local emergency planning committee is required to review, test, and update the plan each year.

Another purpose of the EPCRA is to inform communities and residents of chemical hazards in their areas. Sections 311 and 312 require businesses to report to state and local agencies the location and quantities of chemicals stored on site. Under Section 313, manufacturers are required to report chemical releases for more than 600 designated chemicals. In addition to chemical

releases, regulated facilities are also required to report off-site transfers of waste for treatment or disposal at separate facilities, pollution prevention measures, and chemical recycling activities. The U.S. Environmental Protection Agency maintains the Toxic Release Inventory database that documents the information that regulated facilities are required to report annually.

Resource Conservation and Recovery Act (U.S. Code, Title 42, Section 6901 et seq.)

The Resource Conservation and Recovery Act is the principal federal law that regulates generation, management, and transportation of hazardous waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act of 1975 empowered the Secretary of Transportation to designate as hazardous material any “particular quantity or form” of a material that “may pose an unreasonable risk to health and safety or property.” Hazardous materials regulations are subdivided by function into four basic areas:

- Procedures and/or Policies 49 Code of Federal Regulations (CFR) Parts 101, 106, and 107
- Material Designations 49 CFR Part 172
- Packaging Requirements 49 CFR Parts 173, 178, 179, and 180
- Operational Rules 49 CFR Parts 171, 173, 174, 175, 176, and 177 (OSHA 2020)

The Hazardous Materials Transportation Act is enforced by use of compliance orders [49 United States Code [USC] 1808(a)], civil penalties [49 USC 1809(b)], and injunctive relief (49 USC 1810). The Hazardous Materials Transportation Act (Section 112, 40 USC 1811) preempts state and local governmental requirements that are inconsistent with the statute, unless that requirement affords an equal or greater level of protection to the public than the Hazardous Materials Transportation Act requirement.

Hazardous Materials Transportation Uniform Safety Act of 1990

In 1990, Congress enacted the Hazardous Materials Transportation Uniform Safety Act to clarify the maze of conflicting state, local, and federal regulations. Like the Hazardous Materials Transportation Act, the Hazardous Materials Transportation Uniform Safety Act requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous when they pose unreasonable risks to health, safety, or property. The statute includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials.

Occupational Safety and Health Act

Congress passed the Occupational and Safety Health Act to ensure worker and workplace safety. Their goal was to make sure employers provide their workers a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions. To establish standards for workplace health and safety, the Act also created the National Institute for Occupational Safety and Health as the research institution for the prevention of work-related injury and illness. The Occupational Safety and Health Administration (OSHA) is a division of the U.S. Department of Labor that oversees the administration of the Occupational and Safety Health Act and enforces standards in all 50 states.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides the EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances or mixtures. Certain substances are generally excluded from the TSCA, including, among others, food, drugs, cosmetics, and pesticides. The TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls, asbestos, radon, and lead-based paint. Various sections of TSCA provide authority to:

- Require, under Section 5, pre-manufacture notification for “new chemical substances” before manufacture.
- Require, under Section 4, testing of chemicals by manufacturers, importers, and processors where risks or exposures of concern are found.
- Issue Significant New Use Rules (SNURs), under Section 5, when it identifies a “significant new use” that could result in exposures to, or releases of, a substance of concern.
- Maintain the TSCA Inventory, under Section 8, which contains more than 83,000 chemicals. As new chemicals are commercially manufactured or imported, they are placed on the list.
- Require those importing or exporting chemicals, under Sections 12(b) and 13, to comply with certification reporting and/or other requirements.
- Require, under Section 8, reporting and record-keeping by persons who manufacture, import, process, and/or distribute chemical substances in commerce.

Require, under Section 8(e), that any person who manufactures (including imports), processes, or distributes in commerce a chemical substance or mixture and who obtains information which reasonably supports the conclusion that such substance or mixture presents a substantial risk of injury to health or the environment to immediately inform the EPA, except where the EPA has been adequately informed of such information. The EPA screens all TSCA b Section 8(e) submissions as well as voluntary “For Your Information” submissions. The latter are not required by law but are submitted by industry and public interest groups for a variety of reasons.

State

California Accidental Release Prevention Program

The California Accidental Release Prevention Program became effective on January 1, 1997, in response to Senate Bill 1889. The program aims to be proactive by requiring businesses to prepare Risk Management Plans, which are detailed engineering analyses of the potential accident factors present at a business and include mitigation measures that can be implemented to reduce this accident potential. This requirement is coupled with the requirements for preparation of Hazardous Materials Business Plans under the Unified Program, implemented by the Certified Unified Program Agency.

California Code of Regulations, Title 22, Division 4.5

Title 22, Division 4.5, of the California Code of Regulations sets forth the requirements for hazardous waste generators, transporters, and owners or operators of treatment, storage, or disposal facilities. These regulations include the requirements for packaging, storage, labeling, reporting, and general management of hazardous waste before shipment. In addition, the regulations identify standards applicable to transporters of hazardous waste. These regulations specify the requirements for transporting shipments of hazardous waste, including manifesting, vehicle registration, and emergency accidental discharges during transportation.

California Fire Code (California Code of Regulations, Title 24, Part 9)

The California Fire Code sets forth requirements for building materials and methods pertaining to fire safety and life safety, fire protection systems in buildings, emergency access to buildings, and handling and storage of hazardous materials. The City of Perris adopts the update to the California Fire Code every 3 years.

Government Code, Section 65302, requires the Safety Element of a General Plan to address evacuation routes. The California Department of Forestry and Fire Protection (CAL FIRE) Safety Element checklist also requires cities to address evacuation routes. In addition, Senate Bill 99 (2018) requires a Safety Element upon the next revision of the housing element on or after January 1, 2020, to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes.

California Hazardous Waste Control Law

The responsibility for implementing the Resource Conservation and Recovery Act was given to California Environmental Protection Agency's Department of Toxic Substances Control (DTSC) in August 1992. The DTSC is also responsible for implementing and enforcing California's own hazardous waste laws; the Hazardous Waste Control Law (Health and Safety Code [HSC], Division 20, Chapter 6.5, Article 2, Section 25100 et seq.) is the primary hazardous waste statute in California. The Hazardous Waste Control Law implements Resource Conservation and

Recovery Act as a “cradle-to-grave” waste management system in the state. It specifies that generators have the primary duty to determine if their wastes are hazardous and to ensure its proper management. The Hazardous Waste Control Law also establishes criteria for the reuse and recycling of hazardous wastes used or reuse as raw materials. The Hazardous Waste Control Law exceeds federal requirements by mandating source reduction planning and broadening requirements for permitting facilities that treat hazardous waste. It also regulates a number of waste types and waste management activities not covered by federal law.

Cal/OSHA and the California State Plan

Since 1973 California has operated an occupational safety and health program in accordance with Section 18 of the federal Occupational and Safety Health Act. The State of California’s Department of Industrial Relations administers the California Occupational Safety and Health Program. The State of California’s Division of Occupational Safety and Health, commonly referred to as Cal/OSHA, is the principal agency that oversees plan enforcement and consultation. In addition, the State of California’s program has an independent Standards Board responsible for promulgating state safety and health standards and reviewing variances. It also has an Appeals Board to adjudicate contested citations and the Division of Labor Standards Enforcement to investigate complaints of discriminatory retaliation in the workplace.

Pursuant to 29 CFR 1952.172, the California State Plan applies to all public and private sector places of employment in the state, with the exception of federal employees, the United States Postal Service, private sector employers on Native American lands, maritime activities on the navigable waterways of the United States, private contractors working on land designated as exclusively under federal jurisdiction and employers that require federal security clearances. Cal/OSHA is the only agency in the state authorized to adopt, amend, or repeal occupational safety and health standards or orders. The Cal/OSHA enforcement unit conducts inspections of California workplaces in response to a report of an industrial accident, a complaint about an occupational safety and health hazard, or as part of an inspection program targeting industries with high rates of occupational hazards, fatalities, injuries, or illnesses.

Hazardous Materials Business Plans

Both the federal government (Code of Federal Regulations) and the State of California (California Health and Safety Code) require businesses that handle more than a specified amount, or “reporting quantity,” of hazardous or extremely hazardous materials to submit a Hazardous Materials Business Plan to the Corona Fire Department. According to City guidelines, the preparation, submittal, and implementation of a Hazardous Materials Business Plan is required by any business that handles a hazardous material or a mixture containing a hazardous material in specified quantities.

Hazardous Materials Business Plans must include an inventory of the hazardous materials at the facility. Businesses must update their plan and the chemical portion annually. In addition, Hazardous

Materials Business Plan must include Emergency Response Plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures for immediate notification of the appropriate agencies and personnel, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for the company emergency coordinators, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

Hazardous Materials Disclosure Programs

The Unified Program administered by the State of California consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs, which include Hazardous Materials Release Response Plans and Inventories (Hazardous Materials Business Plans), the California Accidental Release Prevention Program, and the Underground Storage Tank Program. The Unified Program is implemented at the local government level by Certified Unified Program Agencies.

The Certified Unified Program Agency for the City is the Riverside County Department of Environmental Health, which is responsible for regulating hazardous waste and tiered permitting, underground storage tanks, aboveground storage tanks, and Risk Management Plans.

The Perris Fire Department is a participating agency under the Unified Program and administers the Hazardous Materials Release Response Plans and Inventory Program and permits for handling underground storage and the storage of hazardous materials pursuant to the Perris Fire Code.

Hazardous Materials Release Notification

The following state statutes require emergency notification of a hazardous chemical release:

- California Health and Safety Code, Sections 25270.8 and 25507
- California Vehicle Code, Section 23112.5
- California Public Utilities Code, Section 7673, (California Public Utilities Commission General Orders No. 22-B and 161)
- California Government Code, Sections 51018 and 8670.25.5(a)
- California Water Code, Sections 13271 and 13272
- California Labor Code, Section 6409.1(b)10

Requirements for immediate notification of significant spills or threatened releases cover owners, operators, people in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. In addition, releases that result in injuries or harmful exposure to workers must be immediately reported to Cal/OSHA pursuant to the California Labor Code, Section 6409.1(b).

Leaking Underground Storage Tanks

Leaking underground storage tanks have been recognized since the early 1980s as the primary cause of groundwater contamination from gasoline compounds and solvents. In California, regulations aimed at protecting against underground storage tank leaks have been in place since 1983 (California Health and Safety Code). This occurred 1 year before the Resource Conservation and Recovery Act was amended to add Subtitle I, requiring underground storage tank systems to be installed in accordance with standards that address the prevention of future leaks. The State Water Resources Control Board was designated as the lead California regulatory agency in the development of underground storage tank regulations and policy. Older tanks are typically single-walled, steel tanks. Many of these have leaked as a result of corrosion, punctures, and detached fittings. As a result, the State of California required the replacement of older tanks with new, double-walled, fiberglass tanks with flexible connections and monitoring systems. Underground storage tank owners were given 10 years to comply with the new requirements—the deadline was December 22, 1998. However, many underground storage tank owners did not act by the deadline; therefore, the state granted an extension for their replacement, ending January 1, 2002. The Regional Water Quality Control Boards, in cooperation with the City's Office of Emergency Services, maintain an inventory of leaking underground storage tanks in a statewide database.

Aeronautics Act

The Aeronautics Act (Public Utilities Code, Section 21001 et seq.) provides for the right of flight over private property, unless conducted in a dangerous manner or at altitudes below those prescribed by federal authority. The Aeronautics Act gives the California Department of Transportation (Caltrans) and local governments the authority to protect the airspace defined by Federal Aviation Regulation (FAR) Part 77 criteria. The Aeronautics Act prohibits any person from constructing a structure or permitting any natural growth of a height that would constitute a hazard to air navigation unless a permit is obtained. No permit is required if it is determined that the structure or growth is not a hazard to aviation. Typically, this has been interpreted to mean that no penetration of FAR Part 77 imaginary surfaces is permitted without a finding by the Federal Aviation Administration (FAA) that the object would not constitute a hazard to air navigation.

The state Aeronautics Act also created the requirement for an ALUC in each county and established statewide requirements for the conduct of airport land use compatibility planning. State statutes require that, once an ALUC has adopted or amended an airport land use compatibility plan, the county (where it has land use jurisdiction within the Airport Influence Area), and any affected cities must update their General Plans and any applicable specific plans to be consistent with the ALUC's plan (Government Code, Section 65302.3). The California Airport Land Use Planning Handbook is published by the Caltrans Division of Aeronautics to support and amplify the state regulations. The most recent California Airport Land Use Planning Handbook was

published in October 2011 and, as required by California Environmental Quality Act (CEQA) Section 21096, was used as a technical resource in the preparation of this EIR.

Regional

March Air Reserve Base/Inland Port Airport

The Riverside County ALUC is the lead agency responsible for airport land use compatibility planning in Riverside County. The fundamental purpose of ALUC is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses. The basic function of the airport land use compatibility plan is to promote compatibility between airports and the land uses that surround them. Compatibility plans serve as a tool for use by airport land use commissions in fulfilling their duty to review proposed development plans for airports and surrounding land uses. Additionally, compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners in their design of new development.

As previously identified, the nearest airport to the Project Site is March ARB/IPA located approximately 3.2 miles north of the Project Site. On November 13, 2014, the Riverside County ALUC adopted the March ARB/IPA Airport Land Use Compatibility Plan (ALUCP). The Project Site is located within the Airport Influence Area of March ARB/IPA and is subject to the 2014 March ARB/IPA ALUCP. The primary compatibility concerns are aircraft noise, the safety of people and property on the ground and in aircraft, the protection of airspace, and concerns related to overflights. The development restrictions associated with each compatibility zone consider the compatibility concerns of noise, safety, overflight, and airspace protection.

The Project Site is located within Compatibility Zone C1 (Primary Approach/Departure Zone) of the March ARB/IPA ALUCP. Compatibility Zone C1 encompasses most of the projected 60 decibels (dB) community noise equivalent level (CNEL) contour plus immediately adjoining areas. The zone boundary follows geographic features. Accident potential risks are moderate in that aircraft fly at low altitudes over or near the zone. With regards to the maximum density for "other uses" in Zone C1, the ALUCP allows an average intensity (people per acre) of 100. This means the total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. The ALUCP allows a single-acre intensity of 250. Clustering of non-residential development is permitted; however no single acre of a project site shall exceed the indicated number of people per acre. Special risk-reduction building design measures are not applicable to March ARB/IPA.

Prohibited noise-sensitive outdoor non-residential uses in Zone C1 include major spectator-oriented sports stadiums, amphitheaters, concert halls, and drive-in theaters. Prohibited hazards to flight in Zone C1 include physical, visual, and electronic forms of interference to aircraft operations, land uses that attract birds, and certain farming activities. In Zone C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than 45 dB CNEL.

Riverside County Department of Environmental Health

Federal and state hazardous materials regulations require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials to obtain applicable permits and submit a business plan to its local Certified Unified Program Agency. The Certified Unified Program Agency also ensures local compliance with all applicable hazardous materials regulations. The Certified Unified Program Agency with responsibility for the City of Perris is the Riverside County Department of Environmental Health. The Department of Environmental Health oversees six hazardous materials programs in the County of Riverside, including inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program (RCDEH 2022).

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan

The purpose of the County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan is to identify the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and human-made hazards. The plan was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 to achieve eligibility and potentially secure mitigation funding through Federal Emergency Management Agency (FEMA) Flood Mitigation Assistance, Pre-Disaster Mitigation, and Hazard Mitigation Grant Programs (Riverside 2018).

Local

March ARB/IPA Airport Overlay Zone

In 2014, and subsequent to approval of the City of Perris General Plan, the Riverside County ALUC adopted the 2014 March ARB/IPA ALUCP. Thus, the City was required to update its General Plan to reflect the new ALUCP. The City created an Airport Overlay Zone (AOZ) to accommodate development within the City consistent with the land use designations of the 2014 March ARB/IPA ALUCP. On July 14, 2016, the Riverside County ALUC determined that the City's AOZ is consistent with the 2014 March ARB/IPA ALUCP.

In August 2016, the City of Perris approved the following: Resolution 5050 approving General Plan Amendment 15-01522, to amend the City of Perris General Plan (2030) Land Use, Noise, and Safety Elements to implement the 2014 March ARB/IPA ALUCP; Ordinance Number 1331 approving Ordinance Amendment 16-05024 to update Perris Municipal Code, Chapter 19.82 (Districts and Map), to revise the City of Perris Zoning Map to include an Airport Overlay Zoning designation and adopt an AOZ Code, Chapter 19 (19.51), to implement the 2014 March ARB/IPA ALUCP; and, Ordinance Number 1332 approving SPA 16-05025 to amend the PVCCSP to update the Airport Overlay Zone Section (Section 12) to implement the 2014 March ARB/IPA ALUCP. Proposed General Plan land use amendments, zoning amendments, and specific plan amendments that impact density or intensity of development within the AOZ shall be referred to the Riverside County ALUC for a determination of compatibility with the adopted March ARB/IPA ALUCP.

City of Perris General Plan Policies

The specific policies outlined in the City’s General Plan Safety Element that are related to hazards and hazardous materials and that apply to the Proposed Project are listed in Table 4.10-3, City of Perris General Plan Consistency Analysis, in Section 4.10, Land Use and Planning, of this EIR.

4.8.1.2 Existing Conditions

Section 4.6, Hazards and Hazardous Materials, of the PVCCSP EIR, identifies that the Perris Valley Commerce Center (PVCC) area and surrounding areas are in transition from agricultural land uses to a mix of commerce, industrial, and business park uses. Further, the Perris Valley Commerce Center (PVCC) area, including the Project Site, is south of and within the Airport Influence Area of March ARB/IPA, and subject to regulations associated with development near March ARB/IPA. The Project Site is currently undeveloped. The Project Site was historically either undeveloped or used for agricultural activities. Existing and previous uses of the Project Site, and other characteristics of the Project Site relevant to the analysis of potential hazards and hazardous materials impacts are described below.

Historical Review, Regulatory Records Review, and Field Reconnaissance

Partner Engineering and Science (Partner) obtained historical use information about the Project Site from a variety of sources. Information regarding past land use was obtained by a review of historical aerial photographs, historical Sanborn Fire Insurance maps, city directories, historical topographic maps, and previous reports of the Project Site and surrounding area obtained from Environmental Data Resources in August 2023.

Based on the historical research and interviews, the Project Site appears to be agriculturally developed or vacant land from 1938 to 2014. From 2016 to at least 2020, the northwest corner of the Project Site was developed as a fenced commercial parcel (truck trailer parking). Tenants on

the Project Site included Maria Gonzales (2008). No potential environmental concerns were identified in association with the current or former use of the Project Site.

Partner has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 guidelines to evaluate the potential for Recognized Environmental Conditions, historical recognized environmental conditions, and controlled recognized environmental conditions. This assessment has revealed no evidence of Recognized Environmental Conditions, historical recognized environmental conditions, or controlled recognized environmental conditions in connection with the Project Site. Environmental issues as described above were identified.

The scope of work for the Phase I ESA included: a property and adjacent site reconnaissance; interviews with key personnel; a review of historical sources; a review of regulatory agency records; and a review of a regulatory database report provided by a third-party vendor. Partner contacted local agencies, such as environmental health departments, fire departments, and building departments to determine any current or former hazardous substances usage, storage, or releases of hazardous substances on the Project Site. Additionally, Partner researched information on the presence of activity and use limitations at these agencies. As defined by ASTM E1527-13, activity and use limitations are the legal or physical restrictions or limitations on the use of, or access to, a site or facility: 1) to reduce or eliminate potential exposure to hazardous substances or petroleum products in the soil or groundwater on the Project Site; or 2) to prevent activities that could interfere with the effectiveness of a response action, to ensure maintenance of a condition of no significant risk to public health or the environment.

Site Reconnaissance

Field reconnaissance was conducted on July 28, 2023. There were no potential environmental concerns identified during the on-site reconnaissance. It was found that no solid waste is currently generated at the Project Site. Tires and minor debris were observed on the parcels. No other evidence of illegal dumping of solid waste was observed at the Project Site during the site reconnaissance. It was found that no wastewater treatment facilities are located at the Project Site.

No surface impoundments, wetlands, natural catch basins, settling ponds, or lagoons are located at the Project Site. No drywells were identified at the Project Site during the site reconnaissance. No aboveground evidence of wells or cisterns was observed during the site reconnaissance. Water wells may be located at the Project Site due to the historical agricultural use. If encountered, the water wells should be abandoned and removed under local requirements. The City of Perris adopts by reference and enacts into law Chapter 13.20 (Water Wells) of the Riverside County Code, relating to well monitoring, drilling and abandonment. Wells should be removed under the inspection of the Geotechnical Engineer and recommendations provided by the Geotechnical

Engineer and city, county, or state agencies. If such structures are found, the Geotechnical Engineer should be notified as soon as possible so that recommendations can be provided.

No septic systems were observed or reported at the Project Site. Stockpiled soil and concrete block debris were observed on the 300-170-017 parcel at the northeast corner of Wilson and Placentia Avenues.

No hazardous substances or petroleum products were observed at the Project Site during the site reconnaissance. No evidence of Aboveground and Underground Hazardous Substance or Petroleum Product Storage Tanks such as fill ports, piping, or vent pipes was observed or reported on site. No spills, stains, or other indications that a surficial release has occurred at the Project Site were observed. No potential polychlorinated biphenyls-containing equipment (e.g., transformers, oil-filled switches, hoists, lifts, dock levelers, hydraulic elevators) was observed on the Project Site during the site reconnaissance. There were no strong, pungent, or noxious odors; pools of liquid; drains, sumps, or clarifiers; pits, ponds, or lagoons; or stressed vegetation observed at the Project Site during site reconnaissance.

Relationship to March ARB/IPA

March ARB/IPA is bordered by the City of Riverside to the northwest, the City of Moreno Valley to the northeast, the City of Perris to the south, and the County of Riverside to the west. The land uses in the vicinity of March ARB/IPA are generally compatible with base operations. The Project Site is located approximately 3.2 miles southeast of March ARB/IPA. March ARB/IPA consists of two runways. The primary runway (Runway 14-32) is 13,300 feet in length and is oriented north-northwest/south-southeast. The length, width, and pavement strength of Runway 14-32 enables the accommodation of nearly any type of military or civilian aircraft. The second smaller runway, Runway 12-30, is just over 3,000 feet in length and its use is restricted to military-related light aircraft (helicopters and Aero Club airplanes). Civilian use of Runway 12-30 is not permitted.

The March ARB/IPA ALUCP was adopted by the Riverside County ALUC in 2014. The Project Site is within March ARB/IPA Compatibility Zone C1 and Zone D. Zone C1 is the Primary Approach/ Departure Zone. Zone C1 is within or near the 60-CNEL contour. Accident potential risks are moderate in that aircraft fly at low altitudes over or near the zone. Single-event noise levels are potentially disruptive in this zone. Zone D is the Flight Corridor Buffer. Zone D is mostly within the 55 dB CNEL contour. Accident potential risks are considered low. There is more concern with respect to individual loud events than with cumulative noise contours.

Wildland Fire Hazards

The Project Site is located in a portion of the City of Perris that is not located within or adjacent to any wildlands. According to Figure S-5, Wildfire Hazards, of the City of Perris General Plan Safety Element (dated November 2021 and adopted in January 2022), the Project Site and its

surrounding area are not located within a Very High Fire Hazard Severity Zone (City of Perris, 2022). Similarly, according to CAL FIRE's Fire and Resources Assessment Program, the Project Site is not located in a Very High Fire Hazard Severity Zone (CAL FIRE 2024).

4.8.2 Thresholds of Significance

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

- **Threshold HAZ-1:** Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- **Threshold HAZ-2:** Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- **Threshold HAZ-3:** Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- **Threshold HAZ-4:** Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment.
- **Threshold HAZ-5:** For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area.
- **Threshold HAZ-6:** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- **Threshold HAZ-7:** Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

4.8.3 Regulatory Requirements

No regulatory requirements are applicable to the Proposed Project.

4.8.4 Environmental Impacts

The following sections address various potential impacts relating to hazards and hazardous materials that could result from implementation of the Proposed Project.

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to hazards and hazardous materials. These Standards and Guidelines (summarized below) are incorporated as part of the Proposed Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections.

4.0 On-Site Design Standards and Guidelines

4.2 On-Site Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines

- Uses Affecting March Air Reserve Base
- Avigation Easements

Airport Overlay Zone (Chapter 12.0 of PVCCSP)

Compatibility with March ARB/IP ALUCP.

The PVCCSP is in March ARB/IP safety zones and therefore all development shall comply with the following measures:

- Avigation Easement
- Noise Standard
- Land Use and Activities
- Retention and Water Quality Basins
- Notice of Airport in the Vicinity
- Disclosure
- Lighting Plans
- Height Restrictions per Federal Aviation Regulations Part 77
- Form 7460-1 (Notice of Proposed Construction or Alteration)

The PVCCSP EIR includes mitigation measures for potential impacts related to hazards and hazardous materials, which are listed below. Applicable mitigation measures which are required to be implemented in connection with Project development, construction, and operation are identified below and are assumed in the analysis presented in this section.

MM Haz 1 Any proposed industrial uses located within one-quarter mile of Val Verde High School (located at 972 Morgan Street, between Nevada Road and Webster Avenue, Perris, CA) or any other existing or proposed school shall perform project-level CEQA review to determine the potential for project specific impacts associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste.

MM Haz 2 Prior to the recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to the March ARB/March Inland Port Airport Authority.

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

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

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

MM Haz 5 The following uses shall be prohibited:

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

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

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

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

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

MM Haz 6 A minimum of 45 days prior to submittal of an application for a building permit for an implementing development project, the implementing development Project Owner/Developer shall consult with the City of Perris Planning Department to determine whether any implementing project-related vertical structures or construction equipment will encroach into the 100-to-1 imaginary surface surrounding the March ARB. If it is determined that there will be an encroachment into the 100-to-1 imaginary surface, the implementing development Project Owner/Developer shall file a FAA Form 7460-1, Notice of Proposed Construction

or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the implementing development Project Owner/Developer and the Perris Planning Division will work with FAA to resolve any adverse effects on aeronautical operations.

MM Haz 7 Prior to any excavation or soil removal action on a known contaminated site, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is encountered, complete characterization of the soil and/or groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to Land Disposal restrictions. If site remediation involves the removal of contamination, then contaminated material will need to be transported off site to a licensed hazardous waste disposal facility. If any implementing development projects require imported soils, proper sampling shall be conducted to make sure that the imported soil is free of contamination.

4.8.4.1 Threshold HAZ-1: Transportation, Use, and Disposal of Hazardous Materials

Impact Analysis

As identified in Section 4.6 of the PVCCSP EIR, new commercial and industrial uses in the PVCC area could involve the transport, use, storage, and disposal of hazardous materials. However, with required compliance with federal, state, and City regulations, standards, and guidelines pertaining to hazardous materials management, proposed commercial and industrial developments would not create a significant hazard to the public or the environment through routine use, storage, or disposal of hazardous materials; the impact was determined to be less than significant.

Construction Impacts

Heavy equipment (e.g., dozers, excavators) would operate on the Project Site during construction of the proposed building and associated improvements. Heavy equipment is typically fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project Site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the Proposed Project than would occur on any other similar construction site.

Construction contractors would be required to comply with all applicable federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the EPA, California DTSC, South Coast Air Quality Management District (discussed in Section 4.2, Air Quality, of this EIR), and the Regional Water Quality Control Board (discussed in Section 4.9, Hydrology and Water Quality, of this EIR). With mandatory compliance with applicable hazardous materials regulations, the Proposed Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. In the unlikely event that unknown contaminated soils are encountered during earthmoving activities, PVCCSP EIR mitigation measure MM Haz 7 as described above, would be implemented and would fully address the presence of contaminated soil through appropriate sampling and testing, disposal, and remediation. Potential impacts would be less than significant.

Operational Impacts

Operation of the concrete tilt up warehouse building would involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials). There is the potential for routine use, storage, or transport of other hazardous materials; however, the precise materials are not known, as the tenant of the proposed warehouse is not yet defined. In the event that hazardous materials, other than those common materials described above, are associated with future warehouse operations, the hazardous materials would only be stored and transported to and from the building sites. Manufacturing and other chemical processing would not occur within the proposed warehouse uses.

Exposure of people or the environment to hazardous materials during operation of the Proposed Project may result from (1) the improper handling or use of hazardous substances; (2) transportation accidents; or (3) an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type and amount of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individuals or environment affected. As previously discussed, the U.S. Department of Transportation prescribes strict regulations for hazardous materials transport, as described in Title 49 of the Code of Federal Regulations (i.e., the Hazardous Materials Transportation Act); these are implemented by Title 13 of the California Code of Regulations. It is possible that vendors may transport hazardous materials to and from the Proposed Project; and the drivers of the transport vehicles must comply with the Hazardous Materials Transportation Act. Hazardous materials or wastes stored on site are subject to requirements associated with accumulation time limits, amounts, and proper storage locations and containers, and proper labeling. Hazardous materials associated with the Proposed Project would also be subject to regulation by the Department of Environmental Health of the Riverside County Community Health Agency, which oversees hazardous materials programs in the County

of Riverside (inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program). The amount of materials that would be handled at any one time for the proposed warehouse operations would be relatively small. Additionally, for removal of hazardous waste from the site, hazardous waste generators are required to use a certified hazardous waste transportation company which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal.

Consistent with the conclusion of the PVCCSP EIR, with compliance with applicable regulations, operation of the Proposed Project would result in a less than significant impact related to a significant risk to the public or the environment through the potential routine transport, use, or disposal of hazardous materials. The Proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This includes exposure to hazardous materials from previous and current use of the Project Site and surrounding areas, and accidental release of hazardous materials. No additional mitigation is required.

Significance of Impact

Less Than Significant Impact.

4.8.4.2 Threshold HAZ-2: Accidental Releases

Impact Analysis

Hazards from Existing and Previous Uses

The Phase I ESA prepared for the Proposed Project identifies that the Project Site is currently undeveloped and was historically used for agricultural operations. There were no Recognized Environmental Conditions, historical recognized environmental conditions, or controlled recognized environmental conditions identified for the Project Site.

There were no indications of a septic system or cesspool observed at the Project Site. Therefore, there would be no impacts related to encountering unidentified septic systems.

Common agricultural practices can result in residual concentrations of fertilizers, pesticides, or herbicides in near-surface soil, though not generally at concentrations that pose a significant health risk. The Phase I ESA concluded that, the property has been graded, and remaining pesticide or herbicide residues, if any, are likely to have been dispersed and therefore are unlikely to impact human health or the environment. Accordingly, no further investigation is recommended regarding potential residual pesticides. Additionally, the former agricultural use does not represent a Recognized Environmental Condition in connection with the Project Site. This potential impact would be less than significant.

Hazards from Construction and Operation

As identified in Section 4.6 of the PVCCSP EIR, the handling and transport of hazardous materials can result in accidental releases. However, with required compliance with federal, state, and City regulations, standards, and guidelines pertaining to hazardous materials management, proposed commercial and industrial developments would not create a significant hazard to the public or the environment from accident conditions related to the routine transport, use, or storage of hazardous materials. The impact was determined to be less than significant.

Accidents involving hazardous materials that could pose a significant hazard to the public or the environment would be highly unlikely during the construction and long-term operation of the Proposed Project and are not reasonably foreseeable. As discussed above under Threshold “a,” the transport, use, and handling of hazardous materials on the Project Site during construction is a standard risk on all construction sites, and there would be no greater risk for upset and accidents than would occur on any other similar construction site. In the unlikely event that unknown contaminated soils are encountered during earthmoving activities, PVCCSP EIR mitigation measure MM Haz 7 presented above, would be implemented and would fully address the presence of contaminated soil through appropriate sampling and testing, disposal, and remediation.

Upon buildout, warehouse uses would be operated on site and as discussed above under Threshold “a,” it is possible that hazardous materials could be used during the course of a future occupant’s routine, daily operations. The precise materials are not known, as the tenants of the proposed buildings are not yet defined. However, during the course of daily operations, it is anticipated that the Proposed Project would involve the use of materials common to all urban development that are labeled hazardous. In the event that hazardous materials, other than those common materials described above, are associated with future operations, the hazardous materials would only be stored and transported to and from the building site. Manufacturing and other chemical processing would not occur within the proposed buildings, including the proposed industrial use. Therefore, there is the potential for routine use, storage, or transport of hazardous materials; however, these activities would adhere to applicable local, state, and federal regulations.

The Proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction operation. This includes exposure to hazardous materials from previous and current use of the Project Site and surrounding areas, and accidental release of hazardous materials during construction and operation of the Proposed Project. This potential impact would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.8.4.3 Threshold HAZ-3: Hazards to Nearby Schools

Impact Analysis

There are no existing or proposed schools within a one-quarter-mile radius of the Project Site. The closest existing school to the Project Site is Triple Crown Elementary School located at 530 Orange Avenue, Perris, CA 92571 (approximately 0.4 mile southwest of the Project Site). Thus, the Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school because there are no existing or proposed schools within one-quarter mile of the Project Site.

Significance of Impact

No Impact.

4.8.4.4 Threshold HAZ-4: Hazardous Materials Sites

Impact Analysis

Based on the Regulatory Records included in the Phase I ESA, the Project Site is not included on any regulatory agency database reports (Appendix G). Further, according to the DTSC Cortese list, compiled pursuant to Government Code Section 65962.5, no hazardous materials sites are located within or adjacent to the Project Site. Similarly, based on the Cortese list provided by the DTSC, there are no other such sites in the vicinity of the Project Site or that would have an effect on the Proposed Project, or on workers or visitors at the Project Site.

Significance of Impact

No Impact.

4.8.4.5 Threshold HAZ-5: Hazards from Nearby Airports

Impact Analysis

As previously identified, the nearest airport to the Project Site is March ARB/IPA located approximately 3.2 miles northwest of the Project Site. The Project Site is within the Airport Influence Area and the City's AOZ. Safety of people and property on the ground near March ARB/IPA is of primary importance in achieving compatible land use. The occupancy limits and safety zones for March ARB/IPA are established in the 2014 March ARB/IPA ALUCP.

According to the March ARB/IPA ALUCP, the Project Site is located within Compatibility Zone C1 (Primary Approach/Departure Zone) and Zone D (Flight Corridor Buffer). As presented in Table MA-2, Basic Compatibility Criteria, of the 2014 March ARB/IPA ALUCP and Table 12.0-1, March ARB/IP Basic Compatibility Criteria Table, of the PVCCSP, Compatibility Zone C1 allows a non-residential, average land use intensity of 100 people per acre, and a single-acre land

use intensity of 250 people per any single acre. Compatibility Zone D does not have a restriction on a non-residential, average land use intensity.

With an estimated occupancy rate of one person per 500 square feet as determined by the California Building Code, and a building size of 578,265 square feet, the occupancy for the building would be approximately 1,157 people. With this estimated occupancy of people, based on the California Building Code method for determining concentration of people, it would result in an average of 43 people per acre (based on a net site acreage of approximately 27.25 acres). This average occupancy is substantially below the 100 people per acre average intensity for Compatibility Zone C1.

As identified on Table MA-2 of the 2014 March ARB/IPA ALUCP, prohibited uses within Compatibility Zone C1 includes children's schools, daycare centers, libraries, hospitals, congregate care facilities, hotels/motels, places of assembly, noise-sensitive outdoor non-residential uses, critical community infrastructure, and hazards to flight. Prohibited uses within Compatibility Zone D include hazards to flight only. The Proposed Project does not involve any of these prohibited uses. Other development conditions for Compatibility Zone C1 include discouragement of critical community infrastructure facilities, discouragement of aboveground bulk storage for hazardous materials, sound attenuation as necessary to meet interior noise level criteria, requirement of airspace review for objects greater than 70 feet tall, notification of electromagnetic radiation, and deed notice and disclosure.

Other development conditions for Compatibility Zone D include discouragement of major spectator-oriented sports stadiums, amphitheaters, concert halls, notification of electromagnetic radiation, and deed notice and disclosure.

As further discussed below, the Proposed Project incorporates PVCCSP EIR mitigation measures MM Haz 2 through MM Haz 6, which reflect the PVCCSP Standards and Guidelines addressing March ARB/IPA requirements outlined in the ALUCP, including these hazards to flight.

Section 4.11, Noise, of this EIR addresses noise exposure for March ARB/IPA operations. As identified, Compatibility Zone C1 encompasses areas of Primary Approach/Departure Zone, Compatibility Zone D encompasses the Flight Corridor Buffer.

The majority of the Project Site is mostly within or near the 55 to 60 dB CNEL noise contour boundaries. These noise levels would not exceed the City's General Plan land use compatibility standard of 70 dB CNEL for industrial land uses.

The proposed warehouse uses would not involve an electromagnetic radiation component and would not conflict with March ARB/IPA operations or radio communications (e.g., microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment). Further, PVCCSP EIR mitigation measure MM Haz 2 requires the Project Owner/Developer to convey an aviation easement to the March ARB/IP Airport Authority,

mitigation measure MM Haz 3 requires that outdoor lighting be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane, and mitigation measure MM Haz 4 requires that all potential purchasers and tenants be notified that the property is located in the vicinity of an airport, within an Airport Influence Area.

Based on the analysis presented above, and with incorporation of PVCCSP EIR mitigation measures MM Haz 2 through mitigation measure MM Haz 6, the Proposed Project would not result in a conflict with any of the policies or requirements outlined in the March ARB/IPA ALUCP. Because the ALUCP is intended to minimize potential hazards associated with March ARB/IPA, it is concluded that the Proposed Project would not result in a safety hazard for people residing or excessive noise for people working on the Project Site. Accordingly, potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.8.4.6 Threshold HAZ-6: Emergency Response or Evacuation Plans

Impact Analysis

As identified in the PVCCSP EIR Initial Study (Section 9, Hazards and Hazardous Materials), emergency access throughout the PVCC area, including the Project Site, would be maintained, and provided in accordance with the County of Riverside's Multi-Hazard Functional Plan, and development pursuant to the PVCCSP would not interfere with adopted emergency response or evacuation plans. Additionally, the Project Site does not contain any emergency facilities, nor does it serve as an emergency evacuation route.

An emergency vehicle only driveway would be provided at the southeast corner of the Project Site on Placentia Avenue. During construction and long-term operation of the Proposed Project, adequate emergency access for emergency vehicles would have to be maintained along public streets that abut the Project Site.

As part of the City's discretionary review process, the City of Perris reviewed the Proposed Project's application materials to ensure that appropriate emergency ingress and egress would be available to and from the Project Site and that circulation on the Project Site was adequate for emergency vehicles. The Proposed Project would be required to comply with all applicable Fire Code and City Fire Department requirements and standards for access to ensure that adequate access is provided. Prior to any site development or future Project approvals, all plans would be required to be submitted to the Fire Department for review and verification that they conform to all pertinent fire standards and requirements. Emergency response and evacuation for the City are based on numerous access routes. The Proposed Project would not interfere with the City's

emergency operations plan or impede roadway access through removal or closure of any streets that provide through access. The Project Site fronts two streets, and any lane closures will require permits from the City. All construction activities would be required to be performed according to the standards and regulations of the City. Therefore, the Proposed Project would not alter off-site circulation near the Project Site and the Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Accordingly, implementation of the Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.8.4.7 Threshold HAZ-7: Wildland Fires

Impact Analysis

As identified in the PVCCSP EIR Initial Study (Section 9, Hazards and Hazardous Materials), the PVCC area, including the Project Site, is not adjacent to any wildlands or undeveloped hillsides where wildland fires would be expected to occur, and the City of Perris General Plan Safety Element does not designate the PVCC area as being within a Very High Fire Hazard Severity Zone. Also, according to CAL FIRE, the Project Site is not located in a Very High Fire Hazard Severity Zone (CAL FIRE 2024). No wildlands are located on the Project Site and the Project Site is surrounded by developed properties, paved roads, and maintained vacant sites. Accordingly, implementation of the Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires and no impact would occur.

Significance of Impact

No Impact.

4.8.5 Cumulative Impacts

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

4.8.5.1 Cumulative Threshold HAZ-1: Transportation, Use, and Disposal of Hazardous Materials

4.8.5.2 Cumulative Threshold HAZ-2: Accidental Releases

The cumulative study area associated with hazardous materials is typically site-specific except where past, present, or proposed land uses would impact off-site land uses and people or where

past, present, or foreseeable future development in the surrounding area would cumulatively expose a greater number of people to hazards (e.g., hazardous materials or waste contamination). Although the future occupants of the Proposed Project's proposed building is not presently known, if businesses that use or store hazardous materials occupy the Project Site, the business owners and operators would be required to comply with all applicable federal, state, and local regulations to ensure proper use, storage, and disposal of hazardous substances. Such uses also would be subject to review and permitting requirements by the City of Perris or other oversight agencies, as appropriate. Similarly, any other developments in the area proposing the construction of uses with the potential for use, storage, or transport of hazardous materials also would be required to comply with applicable federal, state, and local regulations, and such uses would also be subject to review and permitting requirements by the City of Perris or other oversight agencies, as appropriate. Further, contractors would be required to comply with applicable regulations during construction. Therefore, the potential for release of toxic substances or hazardous materials into the environment, either through accidents or due to routine transport, use, or disposal of such materials, would be less than significant for the Proposed Project and development in the surrounding area. Accordingly, the Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to hazardous materials.

4.8.5.3 Cumulative Threshold HAZ-3: Hazards to Nearby Schools

The Project Site is not located within a quarter mile of an existing or planned school; therefore, the Proposed Project would not contribute to a cumulatively significant hazards/hazardous materials impact on any public or private schools located within a quarter mile of the site.

4.8.5.4 Cumulative Threshold HAZ-4: Hazardous Materials Sites

The Project Site is not located on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5. In the unlikely event that, hazardous materials are encountered beneath the surface of the site during grading or construction, the materials would be handled and disposed of in accordance with regulatory requirements. Therefore, the Proposed Project would not contribute to a cumulatively significant hazardous materials impact associated with a listed hazardous materials site.

4.8.5.5 Cumulative Threshold HAZ-5: Hazards from Nearby Airports

The Project Site is within the Airport Influence Area for March ARB/IPA and would not conflict with requirements outlined in the March ARB/IPA ALUCP, PVCCSP, and PVCCSP EIR. The Proposed Project would have a less than significant impact related to the potential to result in a safety hazard or excessive noise for people residing or working on the Project Site. Cumulative development within the March ARB/IPA Airport Influence Area would similarly be required to demonstrate consistency with the March ARB/IPA ALUCP and adhere to requirements outlined in the PVCCSP and PVCCSP EIR (for projects in the PVCC area). Therefore, the Proposed Project

would not result in a cumulatively considerable contribution to a significant cumulative impact related to aviation hazards.

4.8.5.6 Cumulative Threshold HAZ-6: Emergency Response or Evacuation Plans

The Proposed Project would involve implementation of roadway and site access improvements and would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan area (i.e., the County of Riverside Multi-Jurisdictional Hazard Mitigation Plan). Similarly, cumulative development in proximity to the Project Site would be implemented in compliance with PVCCSP, including the construction of required roadways and site access. The Proposed Project would not contribute to any cumulative impacts associated with an adopted emergency response plan or emergency evacuation plan.

4.8.5.7 Cumulative Threshold HAZ-7: Wildland Fires

The Project Site is not located within or in proximity to areas identified as being subject to wildland fire hazards. Additionally, surrounding areas that are currently vacant would be developed in a manner consistent with jurisdictional requirements for fire protection, and would generally decrease the fire hazard potential in the local area. As such, fire hazards are anticipated to decline over time, and the Proposed Project would not contribute to any cumulative impacts related to wildland fires.

4.8.6 Levels of Significance Before Mitigation

4.8.6.1 Threshold HAZ-1: Transportation, Use, and Disposal of Hazardous Materials

With compliance with applicable regulations, operation of the Proposed Project would result in a less than significant impact related to a significant risk to the public or the environment through the potential routine transport, use, or disposal of hazardous materials.

4.8.6.2 Threshold HAZ-2: Accidental Releases

The Proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction operation.

4.8.6.3 Threshold HAZ-3: Hazards to Nearby Schools

The Project Site is not located within a quarter mile of an existing or proposed school.

4.8.6.4 Threshold HAZ-4: Hazardous Materials Sites

The Proposed Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5.

4.8.6.5 Threshold HAZ-5: Hazards from Nearby Airports

The Proposed Project would not cause in a safety hazard related to aircraft operations.

4.8.6.6 Threshold HAZ-6: Emergency Response or Evacuation Plans

The Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

4.8.6.7 Threshold HAZ-7: Wildland Fires

The Proposed Project would not expose people or structures, either directly or indirectly to a significant risk of loss, injury, or death involving wildland fires.

4.8.7 Mitigation Measures

No Project-level mitigation measures are required because there were no significant impacts identified under the applicable thresholds.

4.8.8 Levels of Significance After Mitigation

Not applicable.

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