

## 4.9 Hydrology and Water Quality

This section evaluates the potential for impacts on hydrology and water quality resulting from implementation of The Cubes at Placentia Industrial Project (Proposed Project or Project). Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface- and groundwater. Surface water includes lakes, rivers, streams, and creeks; groundwater is under Earth's surface. The analysis in this section is based in part on the following information:

- Preliminary Project Specific Water Quality Management Plan prepared by SDH & Associates, Inc. (2023) and included as Appendix H
- Lake Creek-Placentia Project DPR 21-00015 Preliminary Drainage Study prepared by SDH & Associates (2023) and included as Appendix I
- Letter of Map Revision Determination Document prepared by the Federal Emergency Management Agency (FEMA) (2024) and included as Appendix J

There was one Notice of Preparation comment received regarding hydrology and water quality. The Riverside County Flood Control and Water Conservation District submitted a letter stating that the Proposed Project could require a National Pollutant Discharge Elimination System (NPDES) permit. They noted that if the Proposed Project involves a FEMA mapped floodplain, the City should follow proper requirements under FEMA, and should require a Conditional Letter of Map Revision and Letter of Map Revision. 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 California Department of Fish and Wildlife and a Section 404 Permit from U.S. Army Corps of Engineers. A Section 401 Water Quality Certification may be required prior to issuance of the Corps 404 permit.

### 4.9.1 Environmental Setting

The following sections describe the environmental setting for the Proposed Project as it relates to hydrology and water quality.

#### 4.9.1.1 Regulatory Setting

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

#### **Federal**

##### ***Clean Water Act***

The Federal Water Pollution Control Act (also known as the Clean Water Act) is the principal statute governing water quality. The Clean Water Act establishes the basic structure for regulating

discharges of pollutants into the waters of the United States and gives the U.S. Environmental Protection Agency (EPA) the authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to end all discharges entirely and to restore, maintain, and preserve the integrity of the nation's waters. The Clean Water Act regulates both the direct and indirect discharge of pollutants into the nation's waters. The Clean Water Act sets water quality standards for all contaminants in surface waters and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters, unless a permit is obtained under its provisions. The Clean Water Act mandates permits for wastewater and stormwater discharges, requires states to establish site-specific water quality standards for navigable bodies of water, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The Clean Water Act also funded the construction of sewage treatment plants and recognized the need for planning to address nonpoint sources of pollution. Section 402 of the Clean Water Act requires a permit for all point source (a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant (except dredge or fill material) into waters of the United States.

### ***Safe Drinking Water Act***

The Federal Safe Drinking Water Act provides regulations on drinking water quality in Perris. The Safe Drinking Water Act gives the EPA the authority to set drinking water standards, such as the National Primary Drinking Water Regulations. The National Primary Drinking Water Regulations protect drinking water quality by limiting the levels of specific contaminants that are known to occur or have the potential to occur in water and can adversely affect public health. All public water systems that provide service to 25 or more individuals are required to satisfy these legally enforceable standards. Water purveyors must monitor for these contaminants on fixed schedules and report to the EPA when a maximum contaminant level has been exceeded. A maximum contaminant level is the maximum permissible level of a contaminant in water that is delivered to any user of a public water system. Drinking water supplies are tested for a variety of contaminants, including organic and inorganic chemicals (e.g., minerals), substances that are known to cause cancer (e.g., carcinogens), radionuclides (e.g., uranium and radon), and microbial contaminants (e.g., coliform and *Escherichia coli*). Changes to the maximum contaminant level list are typically made every 3 years as the EPA adds new contaminants, or based on new research or new case studies, revises maximum contaminant levels for some contaminants. The California Department of Health Care Services, Division of Drinking Water and Environmental Management, is responsible for implementation of the Safe Drinking Water Act in California.

### ***National Pollutant Discharge Elimination System***

Under the NPDES program promulgated under Section 402 of the Clean Water Act, all facilities that discharge pollutants from any point source into waters of the U.S. are required to obtain an NPDES permit. The term pollutant broadly includes any type of industrial, municipal, and agricultural waste

discharged into water. Point sources are discharges from publicly owned treatment works, from industrial facilities, and associated with urban runoff. Though the NPDES program addresses certain specific types of agricultural activities, the majority of agricultural facilities are defined as nonpoint sources and are exempt from NPDES regulation. Pollutant contributors come from direct and indirect sources. Direct sources discharge directly to receiving waters, and indirect sources discharge wastewater to publicly owned treatment works, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only to direct point source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are publicly owned treatment works that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows, and the Municipal Storm Water Program. Non-municipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are Process Wastewater Discharges, Non-Process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues two basic permit types, individual and general. Also, the EPA has recently focused on integrating the NPDES program further into watershed planning and permitting. The NPDES has a variety of measures designed to minimize and reduce pollutant discharges. All counties with storm drain systems that serve a population of 50,000 or more, as well as construction sites one acre or more in size, must file for and obtain an NPDES permit. Another measure for minimizing and reducing pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, human-made channels and storm drains, designed or used for collecting and conveying stormwater) is the EPA's Storm Water Phase II Final Rule. The Phase II Final Rule requires an operator (such as a city) of a regulated small municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., best management practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in post-construction runoff to the City's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to 1 acre. The City of Perris Public Works Department is the local enforcing agency of the MS4 NPDES permit.

### ***National Flood Insurance Program***

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Act to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies referred to as Flood Insurance Studies. The most recent flood insurance study and FIRM was completed and published for the County of Riverside in August 2008. Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas on FIRMs.

The Project Site is located within Zone A (Special Flood Hazard Areas subject to inundation by the 1 percent annual chance flood), as identified on FIRM Panel 2070 of 3805, Map Number 06065C2070H, Revised August 18, 2014. The Flood Disaster Protection Act requires owners of all structures in identified Special Flood Hazard Areas to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members within designated areas are able to participate in the National Flood Insurance Program afforded by FEMA. The National Flood Insurance Program is required to offer federally subsidized flood insurance to property owners in those communities that adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened the National Flood Insurance Program by providing a grant program for state and community flood mitigation projects. The National Flood Insurance Reform Act also established the Community Rating System, a system for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as managing erosion hazards.

## **State/Regional**

### ***Porter-Cologne Water Quality Act***

The Porter-Cologne Water Quality Act (California Water Code, Section 13000 et seq.) is the basic water quality control law for California. Under this act, the State Water Resources Control Board (State Water Board) has ultimate control over state water rights and water quality policy. In California, the EPA has delegated authority to issue NPDES permits to the State Water Board. The state is divided into nine regions related to water quality and quantity characteristics. The State Water Board, through its nine Regional Water Quality Control Boards carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a Water Quality Control Plan or Basin Plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems.

The City of Perris, including the Project Site, is located within the Santa Ana River Basin, Region 8, in the Upper Santa Ana Watershed. The Water Quality Control Plan for the Santa Ana River Basin (8) was updated in 2019 (Basin Plan). The Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards established in the Basin Plan.

On January 29, 2010, the Santa Ana Regional Water Quality Control Board (Regional Water Board) issued the NPDES permit and Waste Discharge Requirements for the Riverside County Flood Control and Water Conservation District, the County of Riverside, and the incorporated cities of

Riverside County within the Santa Ana Region (Order No. R8-2010-0033 and NPDES No. CAS 618033). Order No. R8-2010-0033 regulates the way the Permittees manage urban runoff in the Santa Ana Region. This order renews Order No. R8-2002-001 and regulates discharges of urban runoff from the MS4s in the Riverside County portion of the Santa Ana Region. As part of the permit application, the Permittees submitted a revised Drainage Area Management Plan that contained programs, policies, and BMPs to achieve the water quality standards in receiving waters.

The state's Municipal Storm Water Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a stormwater management program with the goal of effectively prohibiting non-stormwater discharge and reducing the discharge of pollutants to the "maximum extent practicable," which is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify which BMPs will be used to address certain program areas. The program areas include public education and outreach, illicit discharge detection and elimination, construction and post-construction, and good housekeeping for municipal operations. The Santa Ana Regional Water Board is responsible for implementing MS4 permits in Region 8 (RWQCB 2010).

### ***Riverside County Water Quality Management Plan***

The MS4 Permit and Drainage Area Management Plan require new development and significant redevelopment projects to prepare Water Quality Management Plans (WQMPs) for managing the quality of stormwater or urban runoff that flows from a Project Site after construction is completed and after the facilities or structures are occupied or operational. A WQMP is required to reduce or eliminate water pollution in urban runoff that flows from stormwater drainage systems into receiving waters. A WQMP must describe the site design, source control, and treatment control BMPs that will be implemented and maintained throughout the life of a project. The WQMP must include a statement that the Proposed Project would implement appropriately sized treatment control BMPs targeted to address the pollutants of concern and to achieve the required level of treatment either singly or in combination. On October 22, 2012, the Executive Officer of the Santa Ana Regional Water Board approved the WQMP Guidance and Template for the Santa Ana Region of Riverside County; the guidance was updated in June 2016. The Riverside County WQMP addresses post-construction urban runoff from new development and redevelopment projects in the Santa Ana River Watershed. It requires that Low Impact Development retention BMPs (e.g., infiltration, harvest and use, evapotranspiration, and bio-treatment) to be used unless it can be shown that these BMPs are infeasible.

### ***National Pollutant Discharge Elimination System Construction General Permit***

Pursuant to Section 402(p) of the Clean Water Act, which requires regulations for permitting of certain stormwater discharges, the State Water Board has issued a Statewide general NPDES

permit for stormwater discharges from construction sites ([NPDES No. CAS000002] Water Quality Order 2009-0009-DWQ amended by 2010-0014-DWQ and 2012-0006-DWQ, State Water Board NPDES General Permit for Stormwater Discharges Associated with Construction Activity [adopted by the State Water Board on September 2, 2009]), herein referred to as the “Construction General Permit.” Order No. 2009-0009-DWQ was adopted by the State Water Board on September 2, 2009, and became effective on July 1, 2010. This order was amended by Order No. 2010-0014-DWQ, which became effective on February 14, 2011. Order No. 2012-0006-DWQ, which amended Order No. 2009-0009-DWQ as amended by 2010-0014-DWQ, became effective on July 17, 2012.

Under this Construction General Permit, stormwater discharges from construction sites with a disturbed area of one acre or more are required to either obtain individual NPDES permits for stormwater discharges or to be covered by the Construction General Permit. Coverage under the Construction General Permit is accomplished by determining the risk level of the construction site and by preparing a Stormwater Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer that includes a site evaluation and assessment, BMPs to be implemented at the construction site, and an inspection program. The SWPPP should also outline the monitoring and sampling program to verify compliance with discharge Numeric Action Levels according to the risk level for the site, as set by the Construction General Permit. The primary objective of the SWPPP is to ensure that the responsible party properly construct, implement, and maintain BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. Permit Registration Documents (SWPPP, Notice of Intent, and other documents), as well as annual reports, Notice of Terminations, and Numeric Action Levels exceedance reports, must be electronically submitted to the State Water Board and the permit fee mailed to the State Water Board for Construction General Permit coverage.

### ***Sustainable Groundwater Management Act***

The 2014 Sustainable Groundwater Management Act (SGMA) requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under the SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. The Department of Water Resources categorizes the priority of groundwater basins. For critically over-drafted basins, that will be 2040. For the remaining high- and medium-priority basins, 2042 is the deadline. The SGMA also requires local public agencies and Groundwater Sustainability Agencies in high- and medium-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs. GSPs are detailed road maps for how groundwater basins will reach long-term sustainability. The Project Site is located within the West San Jacinto Groundwater Basin, which is categorized as a “high-priority” basin.

Pursuant to the SGMA, management of the West San Jacinto Groundwater Basin is overseen by the recently formed West San Jacinto Groundwater Sustainability Agency, which is led by the Eastern Municipal Water District (EMWD) Board of Directors. The GSP prepared for the West San Jacinto Groundwater Basin (adopted by the EMWD Board of Directors on September 15, 2021), is currently under review by the California Department of Water Resources (DWR). The purpose of the GSP is to ensure ongoing, long-term, sustainable management of groundwater resources within the West San Jacinto Groundwater Sustainability Agency Groundwater Sustainability Plan Area by 2042.

## **Local**

### ***Applicable City of Perris General Plan Goals and Policies***

The Conservation and Safety Elements of the City of Perris General Plan are related to hydrology (including flooding) and water quality:

- **Conservation Element Goal VI – Water Quality.** Achieve regional water quality objectives and protect the beneficial uses of the region’s surface and groundwater.
  - **Policy VI.A:** Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).
- **Conservation Element Goal VIII – Sustainable Future.** Create a vision for energy and resource conservation and the use of green building design for the City, to protect the environment, improve quality of life, and promote sustainable practices.
  - **Policy VIII.A:** Adopt and maintain development regulations that encourage water and resource conservation.
- **Safety Element Goal I:** Reduced risk of damage to property or loss of life due to a natural or man-made disasters
  - **Policy I.B: Flooding.** The City of Perris shall restrict future development in areas of high flood hazard until it can be shown that risk is or can be mitigated.

### ***Perris Municipal Code***

The City of Perris has adopted Chapter 14.22 of the Perris Municipal Code (Storm Water/Urban Runoff Management and Discharge Control), which includes the requirement for preparation and adoption of a project-specific WQMP. A project-specific WQMP identifies BMPs to ensure that water quality of receiving waters is not degraded following development. New projects submitted to City are required to submit a project-specific WQMP prior to the first discretionary project approval or permit. Project applicants may submit a preliminary project-specific WQMP for discretionary project approval (land use permit); however, a final version must be submitted for review and approval prior to the issuance of any grading or building permits. It should be noted that a preliminary

project-specific WQMP has been prepared for the Proposed Project and submitted to the City and this preliminary project-specific WQMP is being used for this analysis.

#### **4.9.1.2 Existing Conditions**

##### **Drainage Characteristics**

The Project Site consists of open, undeveloped area, draining generally from northwest to southeast. Runoff from the Proposed Project generally drains in a southeasterly direction in a sheet flow manner toward Murrieta Avenue (to be vacated) and a vacant parcel (APN 300-170-001). Runoff continues to drain in an easterly direction and eventually discharge into the existing Perris Valley Storm Drain (PVSD) Channel (flood control channel). There is an off-site run-on location near the northwesterly corner of the Project Site where off-site flow is entering to the Proposed Project via an existing mid-block cross-gutter at the low point along Wilson Avenue. In general, the flow from the Project Site is conveyed in a southeasterly direction toward the PVSD Channel. From the discharge location into the PVSD Channel, runoff drains in a southerly direction and eventually discharges into San Jacinto River, Canyon Lake, and then to Lake Elsinore.

##### **Watershed-Based Plan Conditions**

The Project Site is in the Perris hydrologic area, in the Santa Ana watershed, within the Perris Reservoir subwatershed. The Project Site consists of vacant, undeveloped land with low-lying vegetation located at approximately 1,435 feet above mean sea level. No settling ponds, lagoons, surface impoundments, wetlands, or natural catch basins are present on the Project Site.

Section 303(d) of the Clean Water Act authorizes the EPA to assist states, territories, and authorized Tribes with listing impaired waters and developing total maximum daily loads (TMDL) for these water bodies. A TMDL establishes the maximum amount of a pollutant allowed in a water body and serves as the starting point or planning tool for restoring water quality. Clean Water Act Section 303(d)-listed impairments, TMDLs, designated beneficial uses, and proximity to rare, threatened, or endangered species (RARE) beneficial for the Proposed Project's receiving waters in order of upstream to downstream, are summarized in Table 4.9-1, Receiving Water Summary. The Project Site is within the Riverside County Watershed Action Plan Hydrologic Conditions of Concern Exemption area approved on April 20, 2017. Therefore, the Proposed Project is exempt from the Hydrologic Conditions of Concern requirements.

**Table 4.9-1. Receiving Water Summary**

Receiving Waters	EPA Approved 303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Use
Perris Valley Storm Drain	N/A	N/A	San Jacinto River Reach 3 (downstream).
San Jacinto River Reach 3 – Canyon Lake to Nuevo Road (HU#802.11)	None	MUN, AGR, GWR, REC1, REC2, WARM, WILD, RARE	This river reach has existing or potential RARE beneficial use.
Canyon Lake (HU#802.11, 802.12)	Nutrients, Pathogens <b>TMDL Completed –</b> Nutrients	MUN, AGR, GWR, REC1, REC2, COMM, WARM, WILD	San Jacinto River Reaches 1 (downstream).
San Jacinto River Reach 1 (HU#802.32, 802.31)	None	MUN, AGR, GWR, REC1, REC2, WARM, WILD, RARE	This river reach has existing or potential RARE beneficial use.
Lake Elsinore (HU#802.31)	Nutrients, Organic Enrichment/Low Dissolved Oxygen, PCBs, Toxicity <b>TMDL Completed –</b> Nutrients, Organic Enrichment/Low Dissolved Oxygen	MUN, REC1, REC2, COMM, WARM, WILD, RARE	This river reach has existing or potential RARE beneficial use.

**Notes:** MUN = Municipal and Domestic Supply, AGR = Agricultural Supply; GWR = Groundwater Recharge; REC1 = Contact Water Recreation; REC2= Non-contact Water Recreation; WARM = Warm Freshwater Habitat; WILD = Wildlife Habitat; RARE = Rare, Threatened, or Endangered Species; COMM = Commercial and Sport Fishing;

## Flood Hazard Zone

The PVSD Channel, located east of the subject property, is identified as a Regulatory Floodway. The water courses around the Proposed Project has been identified by the FEMA as Zone X. Zone X is an area of moderate and minimal flood risk. Zone X signifies areas subject to flooding in the event of a 500-year flood, areas of a 100-year sheet flow flooding with average depths of less than 1 foot, areas of a 100-year stream flood with contributing drainage areas less than 1 square mile, and areas protected from a 100-year flood by levees. The Project Site is shown on FEMA FIRM Number 06065C1430H, effective August 18, 2014.

### 4.9.2 Thresholds of Significance

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

- **Threshold HYD-1:** Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
- **Threshold HYD-2:** Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Proposed Project may impede sustainable groundwater management of the basin.

- **Threshold HYD-3:** Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
  - Result in substantial erosion or siltation on- or off-site.
  - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.
  - Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
  - Impede or redirect flood flows.
- **Threshold HYD-4:** In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- **Threshold HYD-5:** Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The Initial Study (Appendix A to the Draft EIR) determined that Threshold HYD-4 would have a less than significant impact; therefore, this environmental topic is not addressed further in this section of the Draft Environmental Impact Report (EIR).

### 4.9.3 Regulatory Requirements

Adherence to NPDES requirements is required of all development within the City and would reduce Project-related impacts related to water quality. BMPs have been incorporated into the Proposed Project in compliance with these standard regulatory requirements. Regulatory Requirements RR HYD-1 through RR HYD -4 would be incorporated into the Proposed Project's Conditions of Approval to track implementation of these standard requirements.

**RR HYD-1** Prior to grading plan approval and the issuance of a grading permit, the Project Owner/Developer shall provide evidence to the City that a Notice of Intent has been filed with the Regional Water Quality Control Board for coverage under the state National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of stormwater associated with construction activities.

**RR HYD-2** Prior to grading plan approval and the first issuance of a grading permit by the City, the Project Owner/Developer shall submit to the City of Perris a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices

(BMPs) to control sediment and nonvisible discharges from the site. BMPs to be implemented in the SWPPP may include (but shall not be limited to) the following:

- Sediment discharges from the site may be controlled by the following: sandbags; silt fences; straw wattles and temporary debris basins (if deemed necessary); and other discharge control devices. The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made when necessary as required by the SWPPP.
- No materials of any kind shall be placed in drainage ways.
- Materials that could contribute nonvisible pollutants to stormwater must be contained, elevated, and placed in temporary storage containment areas.
- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected per Regional Water Board standards to eliminate any discharge from the site. Stockpiles will be surrounded by silt fences.
- The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance.
- Additional BMPs and erosion-control measures will be documented in the SWPPP and used if necessary.
- The SWPPP will be kept on site for the entire duration of project construction and will also be available to the local Regional Water Board for inspection at any time.

In the event that it is not feasible to implement the above BMPs, the City of Perris can make a determination that other BMPs will provide equivalent or superior treatment either on or off site.

**RR HYD-3** Prior to issuance of grading permits, the Project Owner/Developer shall provide evidence to the City that the following provisions have been added to construction contracts for the Proposed Project:

- The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sediment-control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and submitted to the City for inspection. In addition, the Contractor will also be required to maintain an inspection log and have the log on site to be reviewed by the City of Perris and the representatives of the Regional Water Quality Control Board.

**RR HYD-4** Prior to grading plan approval and issuance of a grading permit by the City, the Project Owner/Developer shall receive approval from the City of Perris for a Final Water Quality Management Plan (Final WQMP). The Final WQMP shall

specifically identify pollution prevention, site design, source control, and treatment control BMPs that shall be used on site to control predictable pollutant runoff to reduce impacts to water quality to the maximum extent practicable. Source control BMPs to be implemented in the Final WQMP may include (but shall not be limited to) those listed in Table G.1, Permanent and Operational Source Control Measures, of the Preliminary WQMP included in Appendix H of the Draft EIR. Treatment control BMPs shall include on-site detention/sand filtration basins to treat the site's runoff; these facilities shall be maintained and inspected at least twice per year and prior to October 1. Additional BMPs will be documented in the WQMP and used if necessary. In the event that it is not feasible to implement the BMPs identified in the Final WQMP, the City of Perris can make a determination that other BMPs shall provide equivalent or superior treatment either on or off-site.

#### **4.9.4 Environmental Impacts**

##### **4.9.4.1 Applicable PVCCSP Standards and Guidelines and Mitigation Measures**

The Perris Valley Commerce Center Specific Plan (PVCCSP) includes Standards and Guidelines relevant to hydrology and water quality are incorporated as part of the Proposed Project, and as such, are incorporated into the analysis in this section. There are no mitigation measures for hydrology and water quality included in the PVCCSP EIR.

- **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
  - Water Quality Management Plan
  - Uses Affecting March Air Reserve Base: All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event
  - Construction of Infrastructure May Be Financed
  - 4.2.2 Site Layout for Commerce Zones
    - 4.2.2.7 Water Quality Site Design
- **5.0 Off-Site Design Standards and Guidelines**
  - 5.2 Off-Site Vehicular Circulation
    - 5.2.1 Roadway Standards and Guidelines
  - Nuisance Storm Flows
  - Inverted Median
    - 5.4 Off-Site Infrastructure Standards
      - 5.4.1 Water Standards and Guidelines
  - Irrigation Water Demand
  - Conservation Measures
  - Inspection

- 5.4.3 Recycled Water Standards and Guidelines
  - Recycled Water Candidates
  - On-Site Recycled Waterline
    - 5.4.4 Storm Drain Standards and Guidelines
  - Riverside County Flood Control and Water Conservation District Standard
  - Collect and Discharge Stormwater
  - FEMA Floodplain
  - San Jacinto River
  - On-Site Retention
- **6.0 Landscape Standards and Guidelines**
  - 6.3 Planting Guidelines
    - **Erosion Control.** Refer to the City of Perris Standards, City of Perris Municipal Zoning Code, Chapter 19.70, Section 19.70.040, Landscape Design Guidelines. Prior to the installation of plant material, soil samples from representative slopes and flat areas shall be obtained by the landscape contractor and tested for agronomic suitability to determine proper planting and maintenance requirements for proposed plant materials with pre-planting and post-planting recommendations.
    - **Positive Drainage to Street or Collection Device.** All landscape areas shall have positive drainage to the street or collection devices.
    - **Concrete Gutters/Swales Are Prohibited Landscape Areas.** Concrete gutters/swales are prohibited as drainage devices in landscaped areas. A series of low points and underground drainage systems shall be provided where surface conveyance of runoff would damage and/or erode planting areas or cross sidewalks.
  - 6.4 Irrigation and Water Conservation: Refer to City of Perris Municipal Zoning Code, Chapter 19.70.020, “Water Conservation Requirements for New or Rehabilitated Landscapes.”
- **8.0 Industrial Design Standards and Guidelines**
  - 8.2 Industrial Development Standards and Guidelines
    - 8.2.1 Industrial Site Layout, 8.2.1.8 Water Quality Site Design
  - Runoff from Loading Docks. Runoff from loading docks must be treated for pollutants of concern prior to discharge from the site.
  - Truck-Wells. Truck-wells are discouraged due to potential clogging of sump-condition storm drain inlets. If used, runoff needs to run through landscape before discharging from site.
- **Airport Overlay Zone (from Chapter 12.0 of PVCCSP)**
  - 12.1.3 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:

- **Retention and Water Quality Basins:** All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

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

#### **4.9.4.2 Threshold HYD-1: Water Quality Standards**

##### **Impact Analysis**

###### ***Construction***

Construction of the Proposed Project would require grading and excavation of soils, which would loosen sediment and then have the potential to mix with surface water runoff and degrade water quality. Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. These potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff, could wash into and pollute receiving waters.

These types of water quality impacts during construction of the Proposed Project would be prevented through implementation of the current State General Permit to Discharge Stormwater Associated with Construction Activities, which requires preparation of a SWPPP by a Qualified SWPPP Developer. The SWPPP is required prior to provision of permits for the Proposed Project. The Erosion and Sediment Control Plan would include construction BMPs such as the following:

- Silt fence, fiber roll, or gravel bag
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Stockpile management
- Material delivery and storage
- Solid waste management
- Silt prevention and control
- Concrete waste management

Furthermore, Section 14.22.100 (Stormwater conveyance system protection) of the Perris Municipal Code regulates grading and construction activities as they relate to stormwater pollution. Any person engaged in development, grading, or construction within the City are required to comply with all applicable local ordinances, including the grading and erosion control section in Title 15 of the Perris Municipal Code, the standard specifications for public works construction when performing public works, and applicable provisions of the NPDES General Construction Permit for stormwater discharges associated with construction activity issued by the

State Water Board and Santa Ana Regional Water Board, NPDES No. CAS 618033, Order No. R8-2002-0011.

The required compliance with existing regulatory requirements (RR HYD-1 through RR HYD-3) and applicable PVCCSP Standards and Guidelines would ensure that Proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, potential water quality impacts would be less than significant.

### **Operation**

Under existing conditions, the entire Project Site is disturbed and undeveloped. In the post-development condition, the Project Site would consist of hardscape areas such as roof, asphalt, concrete, ornamental landscape areas, and covered trash enclosures.

Potential water pollutants that could be generated at the Project Site in its post-development condition include the following (per the California Stormwater Quality Association Redevelopment Handbook):

- Bacterial indicators
- Nutrients (landscaping)
- Heavy metals (parking lots and loading docks)
- Toxic organic compounds
- Trash and debris (waste containers and parking lots)
- Pesticides (parking lots and loading docks)
- Sediments (landscaping)
- Oil and grease (parking lots and loading docks)
- Oxygen demanding substances (parking lots and loading docks)

According to the Preliminary WQMP (Appendix H to the Draft EIR), the potential pollutants of concern for the receiving waters tributary to the Project Site include bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash and debris, and oil and grease. These pollutants may lead to the degradation of stormwater quality in downstream water bodies. However, the Proposed Project would include treatment control BMPs to treat potential pollutants in runoff. As stated in the Preliminary WQMP, the Proposed Project includes Low Impact Development bioretention BMP, modular wetland system (flow based), and a combination of corrugated metal pipe detention pipes (storage) and modular wetland system (volume based). Once treated, runoff from the proposed permanent stormwater BMPs will outlet into a proposed flood control facility along frontage Placentia Avenue. Treatment control BMPs are required to have a removal efficiency of a medium or high effectiveness as quantified below:

- **High.** Equal to or greater than 80 percent removal efficiency
- **Medium.** Between 40 percent and 80 percent removal efficiency

The selected treatment control BMPs for the Proposed Project is modular wetland system, which would reduce impact from the following pollutants of concern:

- Metals, nutrients, pesticides, and toxic organic compounds at medium efficiency percentage
- Sediments, trash and debris, and oil and grease at high efficiency percentage

Additionally, the Proposed Project would provide the following sources control BMPs. Source control BMPs include permanent, structural features that may be required in project plans—such as roofs over and berms around trash and recycling areas—and operational BMPs, such as regular sweeping and “housekeeping,” that must be implemented by the site’s occupant or user. Table 4.9-2, Permanent and Operational Source Control Measures, lists permanent and operational source control BMPs that have been incorporated into the Proposed Project, as identified in the Preliminary WQMP.

**Table 4.9-2. Permanent and Operational Source Control Measures**

Potential Sources of Runoff Pollutants	Permanent Structural Source Control BMPs	Operational Source Control BMPs
On-site storm drain inlets	Mark all inlets with the words “Only Rain Down the Storm Drain” or similar. Catch Basin Markers may be available from the Riverside County Flood Control and Water Conservation District, call 951.955.1200 to verify.	Maintain and repaint (or replace) inlet markings annually to maintain clear legibility. Provide stormwater pollution prevention information to new site owners, lessees, or operators. Refer to applicable operational BMPs in Fact Sheet SC-44, “Drainage System Maintenance,” in the California Stormwater Quality Association (CASQA) Stormwater Quality Handbooks at <a href="http://www.cabmphandbooks.com">www.cabmphandbooks.com</a> . Include the following in lease agreements: “Tenant shall not allow anyone to discharge anything to storm drains or to store or deposit materials so - 32 - as to create a potential discharge to storm drain.”
Interior floor drains	Interior floor drains shall be plumbed to sanitary sewer.	Inspect and maintain drains to prevent blockages and overflow.
Need for future indoor and structural pest control	Building design features including sealants barriers and fully closing windows and doors have been included to discourage entry of pests.	Integrated Pest Management information to be provided to owners, lessees, and operators.
Landscape/outdoor pesticide use	Final Landscape Plans will accomplish the following: Preserve existing native trees, shrubs, and ground cover to the maximum extent possible. Design landscaping to minimize irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to stormwater pollution. Where landscaped areas are used to retain or detain stormwater, specify plants that are tolerant of saturated soil conditions. Consider using pest-resistant plants, especially adjacent to hardscape. To insure successful establishment, select plants appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions.	Maintain landscaping monthly (and on an as-needed basis) using minimum or no pesticides. Prevent erosion of slopes by planting fast-growing, dense ground covering plants. Plant native vegetation to reduce the amount of water, fertilizers, and pesticides applied to the landscape. Do not overwater. Use irrigation practices such as drip irrigation, soaker hoses or micro-spray systems. Periodically inspect and fix leaks and misdirected sprinklers. Do not rake or blow leaves, clippings, or pruning waste into the street, gutter, or storm drain. Instead, dispose of green waste by composting, hauling it to a permitted landfill, or recycling it through your city’s program. Integrated Pest Management information to be provided to owners, lessees, and operators.

**Table 4.9-2. Permanent and Operational Source Control Measures**

Potential Sources of Runoff Pollutants	Permanent Structural Source Control BMPs	Operational Source Control BMPs
Refuse areas	Site design features dumpster enclosures. Signs will be posted on or near dumpsters with the words "Do not dump hazardous materials here" or similar.	Weekly inspections for leaky, overfilled, uncovered, or other problematic conditions will occur. Corrective action will be made upon detection, as circumstances permit. Dumping of liquid or hazardous wastes will be prohibited. Spill control materials will be available on-site. All wastes to properly stored and disposed of in accordance with all applicable local, state and federal regulations.
Industrial Processes	All process activities to be performed indoors. No processes to drain to exterior or to storm drain system.	All process activities to be performed indoors. No processes to drain to exterior or to storm drain system. Refer to Fact Sheet SC-10, "Non-Stormwater Discharges" in the CASQA Stormwater Quality Handbooks at <a href="http://www.cabmphandbooks.com">www.cabmphandbooks.com</a> Refer to the brochure "Industrial & Commercial Facilities best management practices for: Industrial, Commercial Facilities" at <a href="http://rcflood.org/stormwater/">http://rcflood.org/stormwater/</a> .
Loading docks	Maintain in a clean and orderly fashion. Loading dock areas draining directly to the sanitary sewer shall be equipped with a spill control valve or equivalent device, which shall be kept closed during periods of operation. Provide a roof overhang over the loading area or install door skirts (cowling) at each bay that enclose the end of the trailer.	Move loaded and unloaded items indoors as soon as possible. Refer to Fact Sheet SC-30, "Outdoor Loading and Unloading," in the CASQA Stormwater Quality Handbooks at <a href="http://www.cabmphandbooks.com">www.cabmphandbooks.com</a> .
Fire sprinkler test water	Provide a means to drain fire sprinkler test water to the sanitary sewer.	Refer to the note in the Fact Sheet SC-41, "Building and Grounds Maintenance," in the CASQA Stormwater Quality Handbooks at <a href="http://www.cabmphandbooks.com">www.cabmphandbooks.com</a> .
Miscellaneous drain or wash water or other sources	Boiler drain lines shall be directly or indirectly connected to the sanitary sewer system and may not discharge to the storm drain system. Condensate drain lines may discharge to landscaped areas if the flow is small enough that runoff will not occur. Condensate drain lines may not discharge to the storm drain. Rooftop equipment with potential to produce pollutants shall be roofed and/or have secondary. Any drainage sumps on-site shall feature a sediment sump to reduce pumped water. Roofing, gutters, and trim made out of unprotected metals that may leach into runoff shall be avoided.	Inspect quarterly to verify that these miscellaneous drain and equipment are not leaking or discharging to the storm drain system.

**Table 4.9-2. Permanent and Operational Source Control Measures**

Potential Sources of Runoff Pollutants	Permanent Structural Source Control BMPs	Operational Source Control BMPs
Plazas, sidewalks, and parking lots	Maintain in a clean and orderly fashion.	Sweep plazas, sidewalks, and parking lots monthly (and on an as-needed basis) to prevent accumulation of litter and debris. Collect debris from pressure washing to prevent entry into the storm drain system. Collect wash water containing any cleaning agent or degreaser and discharge to the sanitary sewer, not to a storm drain.

By complying with the NPDES permit and WQMP requirements (RR HYD-4) and by incorporating Standards and Guidelines from the PVCCSP related to water quality, the Proposed Project would not provide substantial additional sources of polluted runoff to receiving waters. Potential long-term water quality impacts would be less than significant.

### Significance of Impact

Less Than Significant Impact.

#### 4.9.4.3 Threshold HYD-2: Groundwater Supplies

##### Impact Analysis

The PVCCSP EIR concludes that implementation of the PVCCSP and implementation of BMPs by implementing projects would not result in adverse effects to groundwater supplies or interfere with groundwater recharge. The Project Site is within the approved PVCCSP boundaries, and potable water services would be provided by the EMWD.

According to the EMWD's Urban Water Management Plan, the EMWD has four main sources of water supply: purchased or imported water purchased from the Metropolitan Water District of Southern California, pumped local potable groundwater (not desalinated), local desalinated groundwater, and recycled water (EMWD 2021). The local groundwater (not desalinated) is projected to provide approximately 10 to 13 percent of the total water supplies between 2025 and 2045.

The Project Owner/Developer does not propose the use of any wells or other groundwater extraction activities. Therefore, the Proposed Project would not directly draw water from the groundwater table. Accordingly, implementation of the Proposed Project has no potential to substantially deplete or decrease groundwater supplies and the Proposed Project's potential impact to groundwater supplies would be less than significant.

The Project Site is not located within a groundwater recharge area. The Project Site is in the EMWD Perris North groundwater basin in the West San Jacinto Groundwater Management Area (EMWD 2021). The West San Jacinto Groundwater Management Area covers approximately 256 square

miles (over 164,200 acres) and has been divided into six groundwater management zones. Considering that the Project Site is relatively small (27.9 acres) in relation to the total size of the groundwater basin, increased impervious surface areas of approximately 23.4 acres would have negligible impact on opportunity to recharge under the existing conditions. Furthermore, the PVCCSP EIR stated that the natural recharge for the San Jacinto Groundwater Basin is primarily from percolation of water in the San Jacinto River and its tributaries with less recharge from rainfall on the valley floor, primary recharge area being the upper reaches of the San Jacinto River. Therefore, the Perris Valley Commerce Center (PVCC) area, including the Project Site, provides little opportunity to recharge under existing conditions. Furthermore, as discussed in Section 4.14, Utilities and Service Systems, of this Draft EIR, the EMWD has adequate water supply to meet the Proposed Project's projected water demand. Therefore, the Proposed Project would not substantially decrease groundwater supplies or interfere with groundwater recharge such that it impedes sustainable groundwater management of the basin. Potential impacts would be less than significant.

### **Significance of Impact**

Less Than Significant Impact.

#### **4.9.4.4 Threshold HYD-3: Site Drainage and Hydrology (Erosion and Siltation; Stormwater Runoff; Stormwater Drainage System Capacity and Polluted Runoff; and Flood Flows)**

### **Impact Analysis**

The PVCCSP EIR concludes that development of planned uses under the PVCCSP would result in increased stormwater flows in the PVCC area. However, with implementation of the site-specific WQMP and the construction of on- and off-site storm drain facilities, impacts to the natural drainage pattern would not result in on- or off-site flooding, substantial erosion or siltation, exceed the capacity of existing or proposed stormwater drainage systems, and would not impede or redirect flood flows.

### ***Erosion and Siltation***

Grading activities during construction of the Proposed Project may result in wind driven soil erosion and loss of topsoil. All construction and grading activities would comply with Chapter 14.22 (Stormwater/Urban Runoff Management and Discharge Control) of the City's municipal code and the NPDES General Construction Permit as discussed in Threshold HYD-1. The required compliance with existing regulatory requirements (RR HYD-1 through RR HYD-3) and applicable PVCCSP Standards and Guidelines would ensure that Proposed Project does not result in substantial erosion or siltation impact during construction.

Upon completion, the Project Site would be developed with a concrete tilt up warehouse building and associated hardscapes and landscaping that would prevent substantial erosion or siltation from occurring. Therefore, potential impacts associated with erosion would be less than significant.

### **Stormwater Runoff**

The Proposed Project would be required to construct a frontage flood control storm drain facility along Placentia Avenue (referred to as the Master Drainage Plan “Line H”), from the existing 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 for the downstream segment of Master Drainage Plan 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 convey the ultimate buildout runoff from the Proposed Project and tributary flow contributing to the westerly Wilson Avenue.

Development of the Proposed Project involves paving a large amount of the Project Site (approximately 84 percent of the Project Site) into impervious surfaces (concrete or asphalt and the warehouse building). However, in the post-development condition, the drainage characteristics would remain similar compared to the pre-project condition. Runoff from the Project Site would be managed in four drainage management areas. Runoff from the Project Site would be captured via proposed catch basins and conveyed via proposed storm drain pipes to proposed on-site BMPs. The on-site BMPs are illustrated on Figure 4.9-1, Post-Construction BMP Site Plan, include the following:

- **Low Impact Development Self-Treating Areas (STA).** On-site landscape areas through the development would be provided. In addition, there would be a pervious self-treating area along westerly perimeters of the Project Site that would drain away from the Project Site.
- **Covered Trash Enclosures.** This measure is part of site design and source control. The proposed trash enclosure area would be covered.
- **Pretreatment BMPs.** The Proposed Project would provide proprietary catch basin insert filters at the select on-site catch basin locations (9 locations) to pre-treat the stormwater runoff, prior to discharging into the proposed treatment control BMPs listed below.
- **Treatment Control BMPs (structural BMPs).**

- **BMP 1:** One bioretention facility (approximately 4,700 square feet)
- **BMP 2:** One Modular Wetland System MWS-L-4-8-3'-10"-V-UG (flow based, approximately 0.115 cubic feet per second)
- **BMP 3:** A combination of one Contech 30-inch diameter corrugated metal pipe detention system (approximately 22,101 cubic feet) and one MWS-L-8-20-3'-6"-V-UG (approximately 22,001 square feet) (Volume based)
- **BMP 4:** A combination of one Contech 30-inch diameter corrugated metal pipe detention system (approximately 18,860 cubic feet) and one MWS-L-8-16-4'-0"-V-UG (18,849 cubic feet) (Volume based)

Once treated, runoff from the Proposed Project is anticipated to discharge into the proposed frontage flood control storm drain facility along Placentia Avenue (Master Drainage Plan "Line H"). The frontage flood control facility is anticipated to convey the runoff in an easterly direction and directly discharge into the existing PVSD Channel. The northwesterly off-site run-on flow from Wilson Avenue would be captured and conveyed by a proposed storm drain facility in Wilson Avenue in a southerly direction that would connect into the proposed frontage flood control facility along Placentia Avenue.

The Proposed Project is expected to increase the peak flow rate as a result of the proposed improvements. However, the planned frontage storm drain facility along Placentia Avenue from the PVSD Channel (downstream limit) up to the intersection of Wilson Avenue (upstream limit), would be designed at a minimum to convey the ultimate buildout runoff from the Proposed Project and tributary flow contributing to the westerly Wilson Avenue. Therefore, an on-site flood control detention (based on the increase runoff detention criteria) would not be required. Additionally, the Proposed Project is situated in the Riverside County Watershed Action Plan Hydrologic Conditions of Concern Exemption area approved on April 20, 2017, and the Proposed Project is considered exempt from the hydrologic condition of concern requirements.

The Proposed Project would not substantially alter the existing drainage pattern of the Project Site or area to result in substantial increase in the rate or amount of surface runoff in a manner which would result in flooding on or off site. Impacts would be less than significant.

### ***Stormwater Drainage System Capacity and Polluted Runoff***

As discussed in Threshold HYD-1, the Proposed Project construction contractors would be required to comply with a SWPPP and the BMPs per the WQMP to ensure that Project-related construction and operational activities do not result in substantial amounts of polluted runoff. Additionally, as discussed above under the Stormwater Runoff subheading, the planned frontage storm drain facility along Placentia Avenue would ensure that no additional on-site flood control detention would be required. Therefore, the Proposed Project would not create or contribute runoff

that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Potential impacts would be less than significant.

### ***Flood Flows***

The Project Site is situated within Zone X (FEMA Map 06065C1430H). The proposed building finished floor elevation would be above the FEMA's base flood elevation, which is estimated to be approximately 1,434.2 feet. More specifically, the proposed building pad elevation would be designed to be at least one foot above the base flood elevation of approximately 1,434.2 feet as required by the City. For the portion of the Proposed Project that would be within the flood fringe, the Project Owner/Developer plans to process a Conditional Letter of Map Revision-Based on Fill through FEMA. Therefore, the Proposed Project would not impede or redirect flood flows and potential impacts would be less than significant.

### **Significance of Impact**

Less Than Significant Impact.

#### **4.9.4.5 Threshold HYD-5: Conflict with Water Quality Control Plan or Sustainable Groundwater Management Plan**

### **Impact Analysis**

#### ***Surface Water Quality Control Plan***

The City of Perris, including the Project Site, is within the Santa Ana River Basin, Region 8, in the Upper Santa Ana Watershed. The Water Quality Control Plan for the Santa Ana River Basin (8) was updated in 2019. The Santa Ana River Basin Plan establishes water quality standards for groundwater and surface water in the basin; that is, standards for both beneficial uses of specific water bodies and the water quality levels that must be maintained to protect those uses. The Basin Plan includes an implementation plan describing actions by the Santa Ana Regional Water Board and others needed to achieve and maintain the water quality standards. The Santa Ana Regional Water Board regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface waters. The Santa Ana Regional Water Board also regulates discharges from Riverside County's Phase I MS4s are regulated through the Riverside County MS4 Permit (Order No. R8-2010-0033 NPDES No. CAS618033, as amended by Order No. R8-2013-0024) pursuant to Section 402(p) of the federal Clean Water Act.

As discussed under Threshold HYD-1, the Proposed Project would result in less than significant impacts related to regional surface water quality during construction and operation with the required implementation of existing regulatory requirements (RR HYD-1 through RR HYD-4) and applicable PVCCSP Standards and Guidelines.

### **Groundwater Management Plan**

Groundwater below the Project Site and this portion of the Perris Valley is managed by the EMWD. The Project Site is within the Perris North Groundwater Management Zone of the West San Jacinto Groundwater Subbasin, regulated by the Santa Ana Regional Water Board.

The Project Site is located within the West San Jacinto Groundwater Basin, which is categorized by the California DWR as a “high-priority” basin. Additionally, the basin is not adjudicated; therefore, the West San Jacinto Groundwater Basin is subject to the requirements of the SGMA (DWR 2021). The EMWD Board of Directors is the Groundwater Sustainability Agency for the West San Jacinto Groundwater Basin and is responsible for development and implementation of a GSP.

The Groundwater Sustainability Plan for the San Jacinto Groundwater Basin was adopted by the EMWD on September 15, 2021. The purpose of this GSP is to define the groundwater conditions that will be used to ensure ongoing, long-term, sustainable management of the groundwater resources within the Plan Area. The groundwater resources of the San Jacinto Groundwater Basin support domestic, agricultural, municipal and industrial, and environmental uses. Long-term sustainable management includes the following:

- Maintaining sufficient groundwater in storage to allow for ongoing groundwater production that meets the operational demands of groundwater users in the Plan Area.
- Protecting beneficial uses such as municipal and domestic supplies of fresh groundwater resources in the Lakeview and Perris North Groundwater Management Zones to the extent possible, by minimizing the northward and eastward migration of brackish groundwater from the Perris South Groundwater Management Zone.
- Avoiding subsidence related to groundwater production that substantially interferes with surface land uses.
- Ensuring that groundwater production does not result in significant and unreasonable loss of groundwater dependent ecosystems.

The Proposed Project would not conflict with the GSP as discussed in Threshold HYD-2, the Proposed Project would be supplied primarily with imported, purchased water for potable water demands and recycled water for non-potable water demands, and the Project Site is not a substantial groundwater recharge area. The Proposed Project would not impact groundwater quality to adversely affect beneficial uses of groundwater supplies. Therefore, the Proposed Project does would not conflict or obstruct implementation of a sustainable groundwater management plan and potential impacts would be less than significant.

### **Significance of Impact**

Less Than Significant Impact.

#### **4.9.5 Cumulative Impacts**

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

##### **4.9.5.1 Cumulative Threshold HYD-1: Water Quality Standards**

Cumulative development within the Santa Ana River Watershed would result in an increase in impervious surfaces in addition to changes in land use and associated pollutant runoff. Increased impervious surface areas are likely to alter hydrology and increase potential pollutant loads. However, as with the Proposed Project, all development and future development in the City and throughout the watershed must obtain coverage under and comply with requirements of the NPDES permit program to ensure that changes in hydrology and potential pollutants loads do not exceed standards set forth by the County. Although continued growth is anticipated to occur in the City and surrounding areas, new development and significant redevelopment would have to minimize their individual impacts to water quality and pollutant transport through implementation of construction and post-construction BMPs. As noted in the PVCCSP EIR, development throughout the PVCC and the City is regulated through the County's WQMP requirements and the NPDES permit requirements. All cumulative development would be required to mitigate its own specific impact on water quality and drainage. Consistent with the conclusions of the PVCCSP EIR, less than significant cumulatively considerable impacts related to water quality would occur.

##### **4.9.5.2 Cumulative Threshold HYD-2: Groundwater Supplies**

The Proposed Project is consistent with the PVCCSP's land use designation for the Project Site. The PVCCSP EIR stated that the natural recharge for the San Jacinto Groundwater Basin is primarily from percolation of water in the San Jacinto River and its tributaries with less recharge from rainfall on the valley floor, primary recharge area being the upper reaches of the San Jacinto River. Therefore, the Proposed Project, along with cumulative projects within the San Jacinto Watershed, would not significantly impact groundwater recharge activities due to increased impervious surfaces. Furthermore, as part of the approved PVCCSP, the EMWD's Urban Water Management Plan already accounts for the development of the Project Site as light industrial uses, therefore, the Proposed Project would not result in additional cumulative impacts within the EMWD service area. Consistent with the conclusions of the PVCCSP EIR, less than significant cumulatively considerable impacts related to groundwater supplies would occur.

##### **4.9.5.3 Cumulative Threshold HYD-3: Site Drainage and Hydrology (Erosion and Siltation; Stormwater Runoff; Stormwater Drainage System Capacity and Polluted Runoff; and Flood Flows)**

Stormwater flow conveyance and flood potential would increase as development results in greater amounts of impervious surfaces and channelization for conveyance of peak flows. However, as with the Proposed Project, other cumulative projects in the City are also required to comply with

the Riverside County Flood Control and Water Conservation District and the Perris Valley Master Drainage Plan that guide and govern local and regional hydrology and hydraulic modifications. The capacities of planned drainage facilities have been determined assuming a full buildout scenario. All development within the Perris Valley (including the City of Perris) is required to comply with the requirements of the applicable NPDES permit, the Riverside County Flood Control and Water Conservation District Drainage Area Management Plan, the Perris Valley Master Drainage Plan and Area Drainage Plan, and other pertinent local drainage and conveyance ordinances. The Proposed Project and other cumulative projects must include appropriate BMPs and on-site drainage system to reduce flow volumes exiting the site to meet the applicable standards. Accordingly, the Proposed Project-related contribution to impacts associated with stormwater flow conveyance would not be cumulatively considerable.

Potential impacts to existing drainage patterns on the Project Site resulting in erosion or siltation would increase from development of the Project Site and throughout the City. However, as discussed in the PVCCSP EIR, these impacts would be minimized through compliance with existing regulations. Therefore, no cumulative impacts are anticipated.

Future development within the City and the PVCC, including the Proposed Project, could place structures within the 100-year flood hazard area. However, as with the Proposed Project, these projects would be designed so that building finished floor elevation is above the FEMA's base flood elevation, so that they do not impede or redirect flood flows. Furthermore, the PVCCSP EIR concluded that cumulative impacts relative to the risk to property and life resulting from construction within the 100-year floodplain within the City to be less than significant. Project impact would not be cumulatively considerable.

#### **4.9.5.4 Cumulative Threshold HYD-5: Conflict with Water Quality Control Plan or Sustainable Groundwater Management Plan**

As with the Proposed Project, cumulative projects within the Santa Ana River Basin are required to comply with applicable NPDES General Construction Permit requirements and long-term operational WQMP requirements to ensure that runoff from the project sites do not contain substantial pollutants that could impair surface or groundwater quality. Therefore, the Proposed Project, individually, or cumulatively, do not have the potential to conflict with any Water Quality Control Plans or Sustainable Groundwater Management Plans. Impacts would be less than significant.

### **4.9.6 Level of Significance Before Mitigation**

#### **4.9.6.1 Threshold HYD-1: Water Quality Standards**

The Proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

#### **4.9.6.2 Threshold HYD-2: Groundwater Supplies**

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.

#### **4.9.6.3 Threshold HYD-3: Site Drainage and Hydrology (Erosion and Siltation; Stormwater Runoff; Stormwater Drainage System Capacity and Polluted Runoff; and Flood Flows)**

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.

#### **4.9.6.4 Threshold HYD-5: Conflict with Water Quality Control Plan or Sustainable Groundwater Management Plan**

The Proposed Project would not conflict with or obstruct implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan.

#### **4.9.7 Mitigation Measures**

No mitigation measures are required because there were no significant impacts identified under the applicable thresholds.

#### **4.9.8 Level of Significance After Mitigation**

Because no mitigation measures are required, potential impacts are the same as described in Section 4.9.6, Level of Significance Before Mitigation.



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## 4.10 Land Use and Planning

This section evaluates the potential for impacts on land use and planning resulting from implementation of The Cubes at Placentia Industrial Project (Proposed Project or Project).

A Notice of Preparation comment letter was received from the Riverside County Airport Land Use Commission (ALUC) submitted a comment on the Notice of Preparation acknowledging that the Proposed Project is located within Zone C1 and D of March Airport Influence Area (AIA), however, because the City of Perris is consistent with the compatibility plan for March, 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.

At the Draft Environmental Impact Report (EIR) public scoping meeting on December 19, 2023, there were no comments regarding land use and planning received in response from Planning Commissioners, organizations' representatives, or members of the public.

### 4.10.1 Environmental Setting

The following sections describe the environmental setting for the Proposed Project as it relates to land use and planning.

#### 4.10.1.1 Regulatory Setting

This section describes the regional and local regulatory framework adopted to address land use and planning.

#### Regional

Regional regulatory regulations discussed in the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR include planning programs related to March Air Reserve Base/Inland Port Airport (March ARB/IPA), and the Southern California Association of Governments (SCAG) 2008 Regional Comprehensive Plan and 2008 Regional Transportation Plan. Subsequent to certification of the PVCCSP EIR in January 2012, SCAG adopted the 2012 Regional Transportation Plan/Sustainable Community Strategy in April 2012, which superseded the 2008 Regional Transportation Plan. In April 2016, SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Community Strategy, which supersedes the 2012 Regional Transportation Plan/Sustainable Community Strategy. On September 3, 2020 SCAG's Regional Council approved and fully adopted Connect SoCal—the 2020–2045 Regional Transportation Plan/Sustainable Community Strategy of the Southern California Association of Governments and the addendum to the Connect SoCal Program EIR. These regional planning programs are discussed below. The March ARB/IPA Land Use Compatibility Plan (ALUCP) is discussed in Section 4.8, Hazards and Hazardous Materials, of this EIR. Additionally, other regional programs applicable to the Proposed

Project are addressed in the respective topical sections of this EIR (e.g., air quality, biological resource, and water quality).

### ***Southern California Association of Governments***

SCAG is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial. As the designated Metropolitan Planning Organization, the federal government mandates SCAG to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additionally, SCAG reviews EIRs for projects having regional significance to ensure they are in line with approved regional plans (SCAG 2020a). As identified in Section 15206 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) regionally significant industrial projects include “A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area.”

On September 3, 2020, SCAG’s Regional Council approved and fully adopted Connect SoCal 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 to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal identifies a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians (SCAG 2020b).

The goals of Connect SoCal fall into four core categories: economy, mobility, environment, and healthy/complete communities. The plan explicitly lays out goals related to housing, transportation technologies, equity, and resilience to adequately reflect the increasing importance of these topics in the region, and where possible the goals have been developed to link to potential performance measures and targets.

### **Local**

Section 4.8 of the PVCCSP EIR includes a discussion of the City of Perris General Plan 2030 and the City’s Zoning Ordinance (Perris Municipal Code, Title 19), which is based on the status of these regulatory plans prior to adoption of the PVCCSP in January 2012. The following discussion summarizes the current regulatory information for land use and planning that is specifically relevant to the Proposed Project, as updated since the PVCCSP EIR was prepared.

### ***City of Perris General Plan***

The City of Perris General Plan 2030 (General Plan) was approved in April 2005 and includes land use policies and land use maps to guide the future development of the City of Perris. As shown in Exhibit LU1: Planning Areas, of the General Plan Land Use Element, the City of Perris is divided into 10 Planning Areas to provide more detailed land use and policy direction regarding local issues (e.g., land use circulation and open space). The planning areas are defined by similarities and opportunities in land uses, development patterns, and future developments.

The Perris General Plan consists of nine elements, which address issues that affect the City, including Housing, Land Use, Circulation, Conservation, Noise, Safety, Open Space, Healthy Community, and Environmental Justice. All activities undertaken by a planning agency must be consistent with the goals and policies of the agency's General Plan. The City of Perris General Plan's Land Use Element plays a central planning role in correlating all City land use issues, goals, and objectives into 1 set of development policies. The Land Use Element includes a Land Use Map (referred to as the General Plan Map), which was updated on January 3, 2013. The Project Site is designated "Specific Plan" on the General Plan Map (City of Perris 2013).

Specific goals and policies of the respective elements of the City's General Plan that are relevant to the Proposed Project are provided in Table 4.10-3, City of Perris General Plan Consistency Analysis, of this section, along with an analysis of the Proposed Project's consistency with these goals and policies.

### ***City of Perris Zoning Code Title 19***

The City of Perris Zoning Ordinance (Perris Municipal Code, Title 19) contains the regulatory framework that specifies allowable uses for real property and development intensities; the technical standards such as site layout, building setbacks, heights, lot coverage, and parking; aesthetics related to physical appearance, landscaping, and lighting; a program that implements policies of the General Plan; and the procedural standards for amending or establishing new zoning regulations.

As previously identified, the Project Site also has a zoning designation of "Specific Plan." Specific Plans are plans pertaining to areas or projects in the City. A Specific Plan is a tool for the systematic implementation of the General Plan. It effectively establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area. A Specific Plan may be as general as setting forth broad policy concepts, or as detailed as providing direction to every facet of development from the type, location, and intensity of uses to the design and capacity of infrastructure, and from the resources used to finance public improvements to the design guidelines of a subdivision. After a Specific Plan has been adopted, subsequent subdivision and development, public works projects, and zoning regulations must be consistent with the Specific Plan (City of Perris 2022).

There are currently 13 Specific Plans in the City of Perris (City of Perris 2022). The following is a discussion of the PVCCSP, which is the basis for future development in the Perris Valley Commerce Center (PVCC) area, including the Project Site.

### ***Perris Valley Commerce Center Specific Plan***

The PVCCSP was adopted by the City of Perris in January 2012 (Ordinance No. 1284) and was last amended in March 2023. The PVCCSP is the culmination of a multi-year planning effort through which the City engaged in planning efforts to ascertain the appropriate land uses in the northwestern area of the City in light of the existence of March ARB/IPA to the north, the development of logistics warehouse uses surrounding March ARB/IPA, and the changing economic conditions. The City identified the intent of the PVCCSP as follows (City of Perris 2022):

The intent of the Perris Valley Commerce Center Specific Plan is to provide high quality industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris. The plan will promote recognition throughout the region for its aesthetic cohesiveness, superior land planning, and architectural design.

The objectives of the PVCCSP seek to promote various land uses for the area, to streamline the development process, to promote sustainable development through the encouragement of “green” technologies, to provide a strong sense of place by establishing an identity for the area, and to identify infrastructure utility needs and to provide plans for vehicular and non-vehicular circulation.

In compliance with the requirements of the California Government Code, the PVCCSP adopted a comprehensive land use plan, infrastructure plan, and Design Standards and Guidelines. The City of Perris will use the Specific Plan Standards and Guidelines to evaluate development projects subject to discretionary review within the PVCC boundaries.

As described in Chapter 2, Project Description, of this EIR, the Proposed Project is designed to implement the City’s established land use vision as set forth in the PVCCSP and to comply with the PVCCSP development Standards and Guidelines. As noted previously, the Project Site has a PVCCSP land use designation of Light Industrial. Allowed land uses under the Light Industrial are presented in Table 2.0-2 of the Specific Plan. Relevant PVCCSP Standards and Guidelines that are incorporated into the Proposed Project are listed in the introduction to the analysis for each topical issue in Chapter 4, Environmental Analysis, of this EIR and are assumed in the analysis presented.

#### **4.10.1.2 Existing Conditions**

##### **Project Site**

The Project Site is in the City of Perris, in Riverside County, California, located at the northeast corner of the intersection of Placentia Avenue and Wilson Avenue. The Project Site and surrounding properties

to the west, north, and east are within the PVCC and are zoned Light Industrial by 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 acres of future storm drain easement dedication area. The net Project Site would be 27.26 acres. The Project Site consists of vacant, undeveloped land with low-lying vegetation located at approximately 1,435 feet above mean sea level.

### **General Plan and Zoning Designations**

With approval of the PVCCSP by the City of Perris in January 2012, the current General Plan and zoning designation for the Project Site and surrounding areas is Specific Plan. As previously indicated, the Project Site is designated for Light Industrial uses in the PVCCSP. The Light Industrial designation provides for the development of Light Industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials, and retail-related to manufacturing. As identified in Section 2.1.1, Industrial Uses, of the PVCCSP, this zone correlates with the Light Industrial General Plan land use designation.

### **Surrounding Land Uses**

Surrounding properties to the west, north, and east are within the PVCCSP and are zoned Light Industrial. Properties to the south are zoned Residential R-20,000 and are developed with single-family homes. To the north, there is a newly constructed industrial building (3125 Wilson Avenue), the Perris Valley Storm Drain Channel, and Highgrade Concrete Contractor (immediately north of the newly constructed industrial building) (3175 Wilson Avenue). To the east there are electrical lines, Murrieta Road (dirt road), and Perris Valley Storm Drain Channel, followed by vacant land and residential properties. To the south is Placentia Avenue, followed by residential properties, Murrieta Road, and vacant land. To the west is Wilson Avenue and vacant land.

#### **4.10.2 Thresholds of Significance**

According to Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact on land use and planning if it would:

- **Threshold 1:** Physically divide an established community.
- **Threshold 2:** Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

### 4.10.3 Regulatory Requirements

No regulatory requirements are applicable to the Proposed Project.

### 4.10.4 Environmental Impacts

The following sections address various potential impacts relating to land use and planning that could result from implementation of the Proposed Project.

#### Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to land use and planning. 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. There are no mitigation measures for land use and planning included in the PVCCSP EIR.

#### 4.0 On-Site Design Standards and Guidelines

##### 4.2 On-Site Standards and Guidelines

To ensure the orderly, consistent, and sensible development of the PVCCSP, land use standards and design criteria have been created for each of the land use categories outlined above. A summary of the development standards for the Light Industrial land uses are outlined in summary form in Table 4.10-1, PVCCSP Development Standards by Land Use.

##### 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.
- No Changes to Development Procedures Except as Outlined in the Specific Plan.
- Visual Overlay Zones.

**Table 4.10-1. PVCCSP Development Standards by Land Use**

Development Standards	Light Industrial	Notes
Minimum Lot Size	15,000 square feet	
Minimum Lot Frontage	75 feet	45' on cul-de-sacs and street knuckles at ROW
Minimum Lot Width	75 feet	
Minimum Lot Depth	100 feet	90' on cul-de-sacs and street knuckles
Maximum Structure Size/Floor Area Ratio (FAR)	0.75 FAR	Note 3
Minimum Structure Separation	None	
Accessory Structures Size	No max	
Maximum Lot Coverage by Structure	50 percent of lot	Note 3
Maximum Structure Height	50 feet <sup>1</sup>	Notes 3 and 4
Maximum Structure Height at Setback	20 feet	

**Table 4.10-1. PVCCSP Development Standards by Land Use**

Development Standards	Light Industrial	Notes
Front Yard Setback shall be as follows:	Notes 6 and 7	Note 3
Local/Collector Streets	10 feet	
Arterials	15 feet	
Expressway and Freeway	20 feet	
Side Yard:		
Adjoining non-residential	None	
Adjoining residential	20 feet <sup>5</sup>	
Street Side Yard:	Refer to Front Yard Req.	
Rear Yard:		Notes 2 and 3
Adjoining non-residential	None	
Adjoining Residential	20 feet <sup>5</sup>	
Minimum Landscape Coverage	12 percent	

**Notes:**

- <sup>1</sup> Structure heights may be increased to a maximum of 100-feet above grade, provided that the front and street side yards are increased at least (1) one-foot for every (1) one-foot of height increase beyond the standard set forth in Section 19.44.030 and provided that side and rear yard setbacks are increased by (1) one-foot for every (2) two-foot increase beyond the standard set forth in Section 19.44.030.
- <sup>2</sup> Interior portions of a site dedicated to loading, storage, large vehicle maneuvering and parking may be permitted to forego required interior landscaping with the exception of those properties abutting the municipal water district easement and the required landscaping for employee and visitor parking and outdoor employee break or amenity areas and required buffer areas.
- <sup>3</sup> FAR is the ratio of floor area divided by lot area. These development standards may be modified pursuant to the development participating in the Incentives program as described in this section.
- <sup>4</sup> Height of structure shall comply with the Federal Aviation Regulation, Part 77 restrictions for March Air Reserve Base.
- <sup>5</sup> If loading/unloading provided, setback shall not be less than 30-feet.
- <sup>6</sup> Setback requirements are for structures 20 feet or less in height on the public right-of-way.
- <sup>7</sup> Front yards for structures shall be increased by 5-feet for each 10 feet of structure height greater than setback from property line/right-of-way to maximum structure height.

**4.10.4.1 Threshold LU-1: Physical Division of Established Community**

**Impact Analysis**

The PVCCSP EIR Initial Study concludes that the PVCC area includes some vacant and agricultural land, but is otherwise developed with Light Industrial, industrial, commercial, and business park uses. Development of the PVCCSP would not divide or disrupt travel between different parts of the City. The PVCCSP is intended to unify the PVCC to create a higher quality neighborhood. The Initial Study concludes that implementation of the PVCCSP would not divide an established community. No impacts would occur (City of Perris 2009).

The Project Site is currently vacant and undeveloped, and bounded by Placentia Avenue to the south, Wilson Avenue to the west, a fenced vacant lot to the north, and the existing Perris Valley Storm Drainage Channel to the east. The surrounding properties to the north, east, and west are all also zoned Light Industrial within the PVCC. Properties to the south of the Project Site on the other side of Placentia Avenue are south are zoned Residential R-20,000 and are developed with single-

family homes. The PVCCSP was developed “to promote compatibility of existing residential land uses and their neighboring industrial, commercial, and office uses.” The Proposed Project would not physically divide the community to the south of the Project Site and is consistent with the goals of the PVCCSP. Therefore, no impacts associated with the division of an established community would occur and no mitigation would be required.

### **Significance of Impact**

No Impact

#### **4.10.4.2 Threshold LU-2: Conflict with Applicable Land Use Plans, Policies, and Regulations**

##### **Impact Analysis**

The PVCCSP EIR concludes that implementation of future development and infrastructure projects in compliance with the PVCCSP would not conflict with any applicable land use plan, policy, or regulation. An analysis of the Proposed Project’s consistency with existing regional and local plans (including applicable goals, objectives, and policies) is provided below.

##### **Regional**

###### ***March Air Reserve Base/Inland Port Authority***

According to the March ARB/IPA ALUCP, the Project Site is located within Compatibility Zone 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 occupancy rate of 1 person per 500 square feet as determined by the California Building Code, and a building size of 578,265 square feet, the estimated occupancy for the proposed 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 27.26 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.

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 dBA CNEL noise contour boundaries. With standard building construction, the associated building office use would not be anticipated to have airport-related noise levels exceeding 45 dBA CNEL. Additionally, ALUC determined consistency with the 2014 March ARB/IPA ALUCP. Therefore, potential impacts would be less than significant.

***Southern California Association of Governments***

The fundamental goals of Connect SoCal seek to improve mobility, promote sustainability, facilitate economic development, and preserve the quality of life for the residents in the region. These long-range visioning plans balance future mobility and housing needs with economic, environmental, and public health goals, Table 4.10-2, Connect SoCal Policy Consistency Analysis, presents the Proposed Project’s consistency with Connect SoCal. As demonstrated through this analysis, implementation of the Proposed Project would be consistent with the goals and policies of SCAG’s regional planning program.

**Table 4.10-2. Connect SoCal Policy Consistency Analysis**

Connect SoCal Goal	Goal Statement	Project Consistency Discussion
1	Encourage regional economic prosperity and global competitiveness.	<b>No Conflict.</b> The Proposed Project includes development of the Project Site with an industrial warehouse building that has been designed to meet contemporary industry standards and operational characteristics, that can accommodate a wide variety of users, and are economically competitive with similar industrial buildings in the local area and region. The Proposed Project would assist the City to meet its economic goal for fiscal strength and stability through business investment and employment generation. The Proposed Project is within the PVCCSP area which seeks to unify the area’s character and develop a business community that fosters long term economic success. The Proposed Project has been designed in compliance with the applicable Standards and Guidelines outlined in the PVCCSP and optimizes the development intensity on the Project Site which is planned for industrial development. Accordingly,

**Table 4.10-2. Connect SoCal Policy Consistency Analysis**

Connect SoCal Goal	Goal Statement	Project Consistency Discussion
		the Proposed Project would encourage regional economic prosperity and global competitiveness.
2	Improve mobility, accessibility, reliability, and travel safety for people and goods.	<b>No Conflict.</b> As discussed in Section 4.12, Transportation, Threshold TR-2, the Proposed Project would not result in a substantial safety hazard to motorists. Additionally, the proposed buildings would accommodate the movement of goods throughout the region, which would shorten the length of vehicular trips and increase the reliability of the movement of goods throughout the region. It would also provide employment opportunities close to existing residences, which would allow members of the community to walk or bike to work.
3	Enhance the preservation, security, and resilience of the regional transportation system.	<b>No Conflict.</b> The Proposed Project would contribute to, and would be consistent with, planned land use and growth assumptions in the City of Perris, as anticipated by the PVCCSP. The traffic analysis presented in Section 4.12 addresses potential impacts to regional transportation facilities. In addition to the construction of roadways, the Project Owner/Developer would pay applicable traffic mitigation fees that would fund additional traffic improvements in the study area (consistent with the PVCCSP Circulation Plan) and maintenance of roadway infrastructure on the Project Site.
4	Increase person and goods movement and travel choices within the transportation system.	<b>No Conflict.</b> The Proposed Project involves development of an industrial warehouse building within an area planned for industrial uses, in proximity to designated truck routes and to the state highway system, which would avoid or shorten truck-trip lengths on other roadways. Bicycle parking spaces would be provided at the Project Site. The Proposed Project also includes the construction of sidewalks along roadways adjacent to the Project Site where sidewalks do not currently exist; replacement of older sidewalks, as necessary; and, repair of existing sidewalks if damaged during construction. Sidewalks would be constructed to the City's full-width standards.
5	Reduce greenhouse gas emission and improve air quality.	<b>Consistent.</b> Refer to the consistency analysis for Goal 4 above. The Proposed Project's potential impacts were evaluated in Section 4.2, Air Quality, and Section 4.7, Greenhouse Gas Emissions, of this EIR. Air quality would not exceed South Coast Air Quality Management District (AQMD) thresholds of significance and impacts would be less than significant. Greenhouse gas emissions would also be less than significant. The Project would implement PVCCSP EIR mitigation measures which would further reduce the emissions associated with construction and operation of the Project.
6	Support healthy and equitable communities.	<b>No Conflict.</b> This policy pertains to health and equitable communities, and these issues are addressed through goals and policies outlined in the Healthy Community Element of the Perris General Plan. Relevant to the Proposed Project, the proposed building design would support the health of occupants and users by using non-toxic building materials and finishes, and by using windows and design features to maximize natural light and ventilation. It would also provide employment opportunities close to existing residences, which would allow members of the community to walk or bike to work.
7	Adapt to a changing climate and support an integrated regional development.	<b>No Conflict.</b> Connect SoCal indicates that since the adoption of the 2016 Regional Transportation Plan/Sustainable Community Strategy, there have been significant drivers of change in the goods movement industry including emerging and new technologies, more complex supply chain strategies, evolving consumer demands, and shifts in trade policies. E-commerce continues to be one of the most influential factors shaping goods movement. As previously identified, the Proposed Project involves the development of an industrial warehouse building that is designed to meet contemporary industry standards and operational characteristics. The Proposed Project would accommodate a wide variety of users and would be economically competitive with similar industrial buildings in the local area and region. Further, the Proposed Project is

**Table 4.10-2. Connect SoCal Policy Consistency Analysis**

Connect SoCal Goal	Goal Statement	Project Consistency Discussion
		located in an area designated for industrial development in the City of Perris, which benefits from its proximity to key freeway infrastructure (e.g., I-215, SR-60).
8	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<b>No Conflict.</b> Connect SoCal indicates that the advancement of automation is expected to have considerable impacts throughout regional supply chains. Notably, warehouses, such as those proposed with the Proposed Project, are increasingly integrating automation to improve operational efficiencies in response to the surge in direct-to-consumer e-commerce. Additionally, continued developments and demonstrations of automated truck technologies will alter the goods movement environment with far-reaching impacts ranging from employment to highway safety. The Proposed Project would meet contemporary industry standards and operational characteristics relative to transportation technologies and data-driven solutions.
9	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	<b>No Conflict.</b> The Project Site is designated for Light Industrial uses and the Proposed Project would not interfere with the City's ability to encourage the development of diverse housing types that are supported by multiple transportation options in other parts of the City, as appropriate.
10	Promote conservation of natural and agricultural lands and restoration of habitats.	<b>No Conflict.</b> The Proposed Project involves an orderly conversion of land previously used for agricultural purposes to Light Industrial land use, as anticipated in the PVCCSP and the City of Perris General Plan. There are no lands on the Project Site designated for agricultural uses. There are no lands on the Project Site designated for agricultural uses under the City's General Plan and zoning. As discussed in the Initial Study for the Proposed Project, the Project Site is not classified as Farmland of Local Importance (DOC 2018) but is surrounded by areas designated as Farmland of Local Importance or Urban and Built-Up Land. However, the Project Site is vacant, and the Project Site and surrounding areas are not currently being used for agricultural purposes and is not otherwise zoned by the City for agricultural use. With respect to natural resources, refer to the discussion in Table 4.10-2 regarding the Proposed Project's consistency with the Conservation Element of the City's General Plan. In summary, the Proposed Project incorporates mitigation measures that would ensure that any potential impacts to burrowing owl and migratory birds would be reduced to a less than significant level. Additionally, the Project Owner/Developer would obtain required permits and approvals for temporary and permanent impacts to jurisdictional areas.

**Notes:** EIR = Environmental Impact Report; PVCCSP = Perris Valley Commerce Center Specific Plan

**Local**

***Perris Valley Commerce Center Specific Plan***

As discussed previously, the PVCCSP governs land use within the PVCCSP area and is itself a document devoted to specific land use policies and regulations. The Project Site is designated for Light Industrial use. Consistent with the Light Industrial designation, 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 well as associated truck trailer and automobile parking facilities, landscaping, and infrastructure.

Further, as described in Chapter 2 and identified in the analysis for each topical issue in Chapter 4 of this EIR, the Proposed Project implements the requirements (Standards and Guidelines) of the PVCCSP related to architecture and design, landscaping, infrastructure, and sustainable development. The Proposed Project is consistent with and implements the PVCCSP. The Proposed Project does not require a Specific Plan Amendment to the PVCCSP to vacate and remove a 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 to be consistent with the 2014 March ARB/IPA ALUCP.

The Proposed Project would include 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 Perris Valley Storm Drain Channel. A Specific Plan Amendment is required to remove these streets from the PVCCSP. The proposed Specific Plan 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 non-developed planned street connecting Wilson Avenue to Murrieta Road and 80-foot of right-of-way on Murrieta Road north of Placentia Avenue from the PVCCSP.

### ***City of Perris General Plan***

All activities undertaken by a planning agency must be consistent with the goals and policies of the agency's General Plan. The City of Perris General Plan was approved in 2005, and as subsequently amended, serves as the main land use policy document for the City. Therefore, future development in the City must comply with the General Plan's goals and policies. The State of California's general rule for a General Plan consistency determination is that "an action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment" (LCI 2017).

Table 4.8-B of the PVCCSP EIR addresses the PVCCSP's consistency with the goals, policies, and measures of the City's General Plan that were in effect at the time that the PVCCSP was adopted. The PVCCSP EIR concludes that implementation of the PVCCSP, of which the Proposed Project is a part, would not result in inconsistencies with the General Plan goals and policies. However, the PVCCSP EIR was not able to evaluate the consistency of each potential development project within the PVCCSP planning area. Therefore, Table 4.10-3 below addresses the Proposed Project's consistency with the current General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect and that are applicable to the Proposed Project. As identified through this consistency analysis, the Proposed Project would not conflict with any applicable General Plan policy adopted for the purpose of avoiding or mitigating an environmental effect.

**Table 4.10-3. City of Perris General Plan Consistency Analysis**

Policy Number	Policy	State of Consistency
<b>Land Use Element</b>		
Policy II.A	Require new development to pay its full, fair share of infrastructure costs.	<p><b>No Conflict.</b> The PVCCSP includes an Infrastructure Plan that identifies the utility infrastructure necessary to serve the allowed development in the PVCCSP area.</p> <p>Each individual development, including the Proposed Project, is required to implement the infrastructure needed to serve its proposed uses. Water, wastewater, drainage, and dry utility lines that would be installed as part of the Proposed Project are described in Chapter 2, Project Description, of this EIR. As required by City Ordinance No. 1182, the Project Owner/Developer would also be required to pay applicable development fees to mitigate the cost of public facilities that support new development.</p>
Policy II. B	Require new development to include school facilities or pay school impact fees, where appropriate.	<p><b>Consistent.</b> The Project Owner/Developer would be required to pay school impact fees, as set by the Val Verde Unified School District.</p>
Policy III.A	Accommodate diversity in the local economy.	<p><b>No Conflict.</b> With an occupancy rate of 1 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. It is anticipated that construction and operational job positions would be filled by workers who would already reside in the local area. Additionally, the PVCCSP was adopted by the City to ensure quality, organized development on the Project Site vicinity. The Proposed Project is consistent with the PVCCSP Light Industrial zoning and would assist the City in achieving its goal of building out the PVCCSP planning area and generating revenue and land use diversity for the local economy.</p>
Policy V. A	Restrict development in areas at risk of damage due to disasters.	<p><b>No Conflict.</b> As discussed in EIR Section 4.9, Hydrology and Water Quality, the water courses around the Proposed Project have been identified by the Federal Emergency Management Agency (FEMA) as Zone X. Zone X is an area of moderate and minimal flood risk.</p> <p>As identified in EIR Section 4.6, Geology and Soils, the Project Site is not within an Alquist-Priolo Earthquake Fault Zone. Further, compliance with requirements of the PVCCSP EIR, the City's General Plan measures, and recommendations from the Proposed Project-specific Geotechnical Report would ensure that potential impacts related to geology and soils are less than significant.</p>
<b>Circulation Element</b>		
Policy I.A.	Design and develop the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the designated Transportation System, Exhibit 4.2, Future Roadway	<p><b>No Conflict.</b> The Traffic Impact Analysis prepared for the Proposed Project (included in Appendix L of this EIR) was used to determine the improvements that are required to be constructed to maintain the required levels of service and to implement the PVCCSP's Circulation Plan, consistent with the City's General Plan for the Future Roadway Network. The Proposed Project incorporates the improvements recommended by the traffic analysis (refer to project design feature 4.12-1) and would construct the PVCCSP roadways that are adjacent to the building sites, as required.</p>

**Table 4.10-3. City of Perris General Plan Consistency Analysis**

Policy Number	Policy	State of Consistency
	Network (refer to City of Perris General Plan).	
Policy II. B	Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	<b>No Conflict.</b> The Proposed Project maintains the existing roadway network and provides roadway improvements based on the demand determined by the Traffic Impact Analysis prepared for the Proposed Project.
Policy III.A	Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	<b>No Conflict.</b> The Proposed Project incorporates a transportation system that builds upon and improves the existing roadways in the area to support existing development and the Proposed Project. In addition, the Project Owner/Developer would either fund or construct portions of the transportation system beyond the immediate Project Site that would also serve future development.
Policy V.A	Provide for safe movement of goods along the street and highway system.	<b>No Conflict.</b> All roadway construction and improvements would be completed according to the standards and requirements set forth by the City of Perris and in coordination with the City Engineer to ensure that roadways are safe and efficient. Trucks driving to and from the Project Site would be required to use the City's adopted truck routes.  The Proposed Project would be located adjacent to a designated truck route, Wilson Avenue. Trucks would access Interstate 215 by traveling north on Wilson Avenue, west on Rider Street, north on Redlands Avenue, and west on Harley Knox Boulevard. These routes allow for the movement of goods without compromising the circulation or safety of local roads.
Policy VII.A.	Implement the Transportation System in a manner consistent with Federal, State, and local environmental quality standards and regulations,	<b>No Conflict.</b> This EIR has been prepared in accordance with the CEQA Guidelines. Further, the Traffic Impact Analysis has been prepared in accordance with the guidance provided by the City of Perris, the County of Riverside, and the California Department of Transportation (Caltrans). Through the required public review of the EIR, local, state, and federal agencies can comment on the Proposed Project and its consistency with the applicable standards and regulations. By considering the comments of these agencies in the EIR and throughout the development process, the Proposed Project would maintain consistency.
<b>Conservation Element</b>		
Policy II.A	Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	<b>No Conflict.</b> As identified in Draft EIR Section 4.3., Biological Resources, the required biological survey was conducted for the Proposed Project to determine the presence or absence of protected biological resources or protected habitat areas. According to the Proposed Project-specific habitat assessment, no federal or state-listed plant species were observed within the study area during the field surveys. No special-status wildlife species were observed within the study area. No nesting birds, remnant raptor nests, or bat guano were detected within the Proposed Project Site. But the Project Site contains suitable habitat for burrowing owl and is within the Stephens' Kangaroo Rat ( <i>Dipodomys stephensi</i> ) Habitat Conservation Plan area.

**Table 4.10-3. City of Perris General Plan Consistency Analysis**

Policy Number	Policy	State of Consistency
		<p>Because the Project Site is located within the Burrowing Owl Survey Area, a burrowing owl assessment was prepared. No burrowing owls were observed on the Project Site and no burrowing owl sign was detected in association with burrows during both 2022 and 2023 surveys. In an abundance of caution, the Proposed Project would implement mitigation measures related to burrowing owls and migratory birds to ensure that, if present during construction, any potential impacts to burrowing owl and migratory birds would be reduced to a less than significant level. The Proposed Project would permanently impact approximately 0.002 acre of Multi-Species Habitat Conservation Plan (MSHCP) riparian areas. However, Project-level mitigation measures MM BIO-1 and MM BIO 2 would reduce the potential impacts to a less than significant level.</p>
Policy III.A	<p>Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.</p>	<p><b>No Conflict.</b> As stated in Section 4.3, 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.</p> <p>In compliance with the requirements of the MSHCP, a Jurisdictional Assessment and habitat assessments for burrowing owl and Criteria Area and Narrow Endemic Plant Species were conducted for the Proposed Project and are included as Appendix D. The Proposed Project’s consistency with the MSHCP was also reviewed and it was determined that, with implementation of the required mitigation measures, the Proposed Project would be consistent with and implement the MSHCP.</p>
Policy IV.A	<p>Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.</p>	<p><b>No Conflict.</b> In compliance with PVCCSP EIR mitigation measure MM Cultural 1, a Cultural Resources Study was prepared for the Proposed Project to address potential impacts to historical, archaeological, and paleontological resources. No significant historical, or archaeological resources were found within the Proposed Project disturbance area during site surveys.</p> <p>Due to the potential to encounter unknown resources during construction, Project-level mitigation measures are incorporated into the Proposed Project (refer to mitigation measures MM CUL-1 and MM CUL-2 in Section 4.4, Cultural Resources, and mitigation measure MM GEO-1 in Section 4.6), which include requirements for monitoring and actions to be taken in the event resources are discovered during construction. These measures have been incorporated into the Proposed Project to ensure that any significant archaeological and paleontological resources encountered during construction are protected in accordance with local, state, and federal regulations.</p>
Policy V.A	<p>Coordinate land-planning efforts with local water purveyors.</p>	<p><b>No Conflict.</b> As discussed in EIR Section 4.14, Utilities and Service Systems, the Proposed Project would be developed within the PVCC area and is consistent with the PVCCSP land use and growth assumptions assumed in the Water Supply Assessment prepared for the PVCCSP EIR. The Eastern Municipal Water District (EMWD) determined that it will be able to provide adequate water supply to meet the potable water demand for future development allowed by the PVCCSP as part of its existing</p>

**Table 4.10-3. City of Perris General Plan Consistency Analysis**

Policy Number	Policy	State of Consistency
		and future demands. The Project Applicant has also obtained a “will serve” letter from the EMWD indicating that they can provide service to the Proposed Project without impacting their infrastructure. Therefore, there are sufficient water supplies available to serve the Proposed Project from the EMWD’s existing entitlements and resources. This is consistent with the land use assumptions of the PVCCSP for industrial uses.
Policy VI.A	Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	<b>No Conflict.</b> As discussed in Section 4.9 of this Draft EIR, development of the Project Site would involve grading more than 1 acre. Therefore, the Project Owner/Developer would be required to obtain a NPDES General Construction permit and comply with permit requirements effective at the time of construction.
Policy VII.A	Preserve significant hillsides and rock outcroppings in the planning areas.	<b>No Conflict.</b> There are no hillsides and rock cropping within Project Site boundaries.
Policy X.B.	Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.	<b>Consistent.</b> As described in Chapter 2, the Proposed Project would provide landscaping, including various tree species, as required by the PVCCSP. The proposed landscaping would include approximately 277 trees.
Policy X.C.	Encourage strategic shape and placement of new structures within new commercial and industrial projects.	<b>No Conflict.</b> The Proposed Project would promote energy conservation by taking advantage of natural lighting and ventilation, sunlight, and shade, as appropriate based on-site conditions. Light colored truck yards and roof would be installed to reduce heat gain.
<b>Noise Element</b>		
Policy I.A	The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development	<b>No Conflict.</b> These criteria, as adopted by the City’s General Plan Noise element, are used by the City of Perris in determining the land use compatibility for new development projects. Noise levels of up to 70 dBA CNEL are normally acceptable for industrial uses. Normally acceptable noise levels do not require any special noise insulation requirements. Noise levels are conditionally acceptable for uses with conventional construction but with closed windows and fresh air supply systems. The conditionally acceptable noise standard is 80 dBA CNEL for industrial uses. The Final Air Installations Compatible Use Zones Study for March Air Reserve Base shows that the Project Site is located beyond the 60 dBA CNEL noise contour for March ARB/IPA. Noise Element Appendix G shows that future roadway noise levels at General Plan buildout along Placentia Avenue from Wilson Avenue to Murrieta Road are expected to be 70 dBA CNEL at 25 feet from the roadway centerline. Future roadway noise levels at General Plan buildout along Wilson Avenue from Rider Street to Placentia Avenue are expected to be 70 dBA CNEL at 17 feet from the roadway centerline. Therefore, roadway noise levels are the primary source of noise at the Project Site. The proposed buildings would be located beyond the 70 dBA CNEL noise contours for all noise sources.
Policy II.A.	Appropriate measures shall be taken in the design phase of future	<b>No Conflict.</b> As part of the Proposed Project, Wilson Avenue would be improved. Existing sensitive land uses that may be

**Table 4.10-3. City of Perris General Plan Consistency Analysis**

Policy Number	Policy	State of Consistency
	roadway widening projects to minimize impacts on existing sensitive noise receptors.	<p>impacted by noise produced from implementation of the Proposed Project include single-family residences located 50 feet to the south across Placentia Avenue; 495 feet to the east across the drainage channel; 340 feet to the northwest across Wilson Avenue; and 695 feet to the west along Redlands Avenue from the Project Site</p> <p>The Perris Municipal Code limits the hours for construction to between 7:00 AM and 7:00 PM and prohibits construction on Sundays and most legal holidays. Mitigation measure MM Noise 1 from the PVCCSP EIR requires construction equipment to operate with adequate mufflers. PVCCSP EIR mitigation measure MM Noise 1 also requires that stationary equipment (e.g., compressors or welders) be oriented to direct noise away from the nearest sensitive receptors. PVCCSP EIR mitigation measures MM Noise 2 and MM Noise 3 require stationery equipment, stockpiles, and staging areas to be at least 446 feet from an occupied residence or incorporate additional noise-reduction measures. PVCCSP EIR mitigation measure MM Noise 4 limits haul truck deliveries to the same hours allowed for construction. As concluded in EIR Section 4.11, Noise, the Proposed Project would not result in a substantial temporary or periodic increase in ambient noise levels and the potential impact would be less than significant.</p>
Policy IV.A.	Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher.	<b>No Conflict.</b> The proposed light industrial use is not a noise sensitive land use. As discussed above, the proposed building would be located beyond the 70 dBA CNEL noise contours for the two nearby airports.
Policy V.A	New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.	<b>No Conflict.</b> The Proposed Project proposes an industrial land use within 160 feet of a sensitive land use (a residence). As shown in Table 4.11-8 in Section 4.11, Noise, the Proposed Project operation is expected to range between 41 and 53 dBA CNEL at the nearby sensitive receivers and would not exceed the City's General Plan land use compatibility criteria of 60 dBA CNEL at residential land uses.
<b>Safety Element</b>		
Policy S-2.1	Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.	<b>No Conflict.</b> The Proposed Project would improve the roadway abutting the Project Site to serve the proposed use and would improve emergency access to the Project Site and surrounding areas to ensure adequate evacuation and emergency vehicle access. All roadway improvements and access would be constructed in accordance with City standards. The Proposed Project is required to comply with the City's development review process including review for compliance with all applicable fire code requirements for access to the site. The Proposed Project has been reviewed by the Riverside County Fire Department to determine the specific fire requirements applicable to the Proposed Project and has been designed in compliance with these requirements. This ensures that the Proposed Project would provide adequate emergency access to and from the site.

**Table 4.10-3. City of Perris General Plan Consistency Analysis**

Policy Number	Policy	State of Consistency
Policy S-2.2	Require new development or major remodels to include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.	<b>No Conflict.</b> As described in Chapter 2, the Proposed Project would include the installation of on-site storm drain, water quality, water, sewer, electric, natural gas, and telecommunications infrastructure systems to serve the proposed warehouse. The on-site utility infrastructure would connect to existing utilities in the vicinity of the Project Site or new utility lines that would be installed within the public right-of-way adjacent to the Project Site. These infrastructure systems would be consistent with the provisions contained in the Land Use Element.
Policy S-2.3	Primary access routes shall be completed prior to the first certificate of occupancy in developments located in outlying areas of the City.	<b>No Conflict.</b> The Project Site is located within the urbanized area of the City and would have direct access to Placentia Avenue and Wilson Avenue.
Policy S-2.5	Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.	<b>No Conflict.</b> 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 on Placentia Avenue. The two truck accessible driveways on the northwest and southwest corners of the Project Site would be left-in and right-out only driveways and auto-only center driveway would be a full-access driveway. Additionally, associated roadway improvements would provide adequate ingress/egress.
Policy S-4.1	Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.	<b>No Conflict.</b> As discussed in EIR Section 4.9, courses around the Proposed Project have been identified by FEMA as Zone X. Zone X is an area of moderate and minimal flood risk. The Proposed Project is not located in an area of high flood hazard according to the Safety Element.
Policy S-4.3	Require new development projects and major remodels to control stormwater run-off on site.	<b>No Conflict.</b> As identified in EIR 4.9, Hydrology and Water Quality, development of the Proposed Project involves paving a large amount of the Project Site (approximately 84 percent of the Project Site) into impervious surfaces (concrete or asphalt and the warehouse building). However, in the post-development condition, the drainage characteristics would remain similar compared to the pre-project condition. Runoff from the Project Site would be managed in four drainage management areas. Runoff from the Project Site would be captured via proposed catch basins and conveyed via proposed storm drain pipes to proposed on-site BMPs.
Policy S-4.4	Require flood mitigation plans for all proposed projects in the 100- year floodplain (Flood Zone A and Flood Zone AE).	<b>No Conflict.</b> As discussed in EIR Section 4.9, the water courses around the Proposed Project have been identified by FEMA as Zone X. Zone X is an area of moderate and minimal flood risk.
Policy S-5.3	Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.	<b>No Conflict.</b> According to Exhibit S-5, Wildfire Hazards, of the City General Plan Safety Element, the Project Site is not located in or near an area identified as being within a Very High Fire Hazard Severity Zone (VHFHSZ). The Proposed Project would not require the transfer of development right to lower risk areas.
Policy S-5.6	All developments throughout the City Zones are required to provide adequate circulation capacity,	<b>No Conflict.</b> The Proposed Project would construct roadway improvements necessary to serve the proposed uses and would improve emergency access to the Project Site and surrounding

**Table 4.10-3. City of Perris General Plan Consistency Analysis**

Policy Number	Policy	State of Consistency
	including connections to at least two roadways for evacuation.	areas. Access to the Proposed Project would be provided from the roadways surrounding the Project Site. 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 on Placentia Avenue. Roadway improvements and access would be constructed in accordance with City standards.
Policy S-5.10	Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.	<b>No Conflict.</b> Refer to the consistency analysis for Policy V.A of the Conservation Element, above.
Policy S 6.1	Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.	<b>No Conflict.</b> 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 ALUCP. The Project Site is located within the AIA of March ARB/IPA and is subject to the 2014 March ARB/IPA ALUCP. As identified in EIR Section 4.8, Hazards and Hazardous Materials, the Proposed Project incorporates and would comply with PVCCSP EIR mitigation measures MM Haz 2 through MM Haz 6 to address potential impacts to March ARB/IPA airport operations. 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.
Policy S-6.2	Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.	<b>No Conflict.</b> ALUC determined that the Proposed Project is consistent with the 2014 March ARB/IPA ALUCP.
Policy S-6.3	Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	<b>No Conflict.</b> Refer to Policy S-6.2 above.
Policy S-7.1	Require all development to provide adequate protection from damage associated with seismic incidents.	<b>No Conflict.</b> As identified in EIR 4.6, the PVCCSP EIR, and the 2016 California Building Code (CBC), as adopted by the City, provides guidelines and parameters that reduce the effects of ground shaking produced by regional seismic events, and the Project Owner/Developer shall implement seismic design considerations in accordance with the 2022 California Building Code (or current building code), which is reflected in General Plan Measure I.E.5. Further, consistent with General Plan measures and mitigation measure MM Geo 1 from the PVCCSP EIR, the Proposed Project would be designed and constructed in accordance with all final Geotechnical Report recommendations (General Plan Measure I.E.2).
Policy S- 7.2	Require geological and geotechnical investigations by State-licensed professionals in areas with potential	<b>No Conflict.</b> As identified in EIR Section 4.6, a Geotechnical Investigation was prepared by Southern California Geotechnical for the Proposed Project and is included as Appendix F. The

**Table 4.10-3. City of Perris General Plan Consistency Analysis**

Policy Number	Policy	State of Consistency
	for seismic and geologic hazards as part of the environmental and development review and approval process.	Geotechnical Investigation analyzed the potential seismic and geologic hazards at the Project Site.
Policy S-7.4	Ensure slope stability issues are effectively addressed in both developed and developing areas within the City.	<b>No Conflict.</b> As identified in EIR Section 4.6, the Project Site is relatively flat and not located near any areas that possess potential landslide characteristics. There are no hillsides or steep slopes on the Project Site or in the immediate vicinity of the area.
Policy S-8.2	Ensure that the transport, use, storage, and disposal of hazardous materials occur in a responsible manner that protects public health and safety.	<b>No Conflict.</b> As identified in EIR Section 4.8, the Proposed Project would be required to comply with all applicable federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the U.S. Environmental Protection Agency, California Department of Toxic Substances Control, South Coast Air Quality Management District (discussed in Section 4.2, Air Quality, of this EIR), and Regional Water Quality Control Board (discussed in Section 4.9 of this EIR). With mandatory compliance with applicable hazardous materials regulations, the Proposed Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials.
Health Community Element		
Policy HC 1.3	Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.	<b>No Conflict.</b> As described in Section 4.1, Aesthetics, of this EIR, development of the Proposed Project with industrial uses would introduce new permanent sources of light into the area in the form of signage, building lighting, and parking lot lighting for nighttime operations, security, and safety.  Proposed lighting is anticipated to include a combination of operational, street, and security lighting on the building's exterior and in parking areas that would conform to the Title 24 and City standards that regulate outdoor lighting. Additionally, the transportation analysis provided design requirements for safe circulation.
Policy HC 2.4.	Promote development patterns and policies that: Reduce commute times Encourage the improvement of vacant properties and the reinvestment in neighborhoods Provide public space for people to congregate and interact socially Foster safe and attractive environments.	<b>No Conflict.</b> The Project Owner/Developer would develop the vacant site with a Light Industrial use consistent with the design guidelines and development standards outlined in the PVCCSP. The Proposed Project includes 5,000 square feet of mezzanine space that would provide an area for people to congregate and interact.
Policy HC 2.6	Encourage land use and urban design to promote physical activity, provide access to nutritious foods, and reduce air pollution.	<b>No Conflict.</b> Refer to the consistency analysis for Policy HC 2.3 and Policy HC 2.4, above, which address the Proposed Project's consistency with policies that promote physical activities. Also, refer to the consistency analysis for Goal 5 of Connect SoCal, which addresses air quality.

**Table 4.10-3. City of Perris General Plan Consistency Analysis**

Policy Number	Policy	State of Consistency
Policy HC 3.5	Promote job growth within Perris to reduce the substantial out-of-Perris job commutes that exist today.	<b>No Conflict.</b> With an occupancy rate of 1 person per 500 square feet as determined by the CBC, 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 CBC 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 27.26 acres). It is anticipated that there would be employment opportunities generated for local residents.
Policy HC 4.1	Promote public spaces that foster positive human interaction and healthy lifestyles.	<b>No Conflict.</b> Refer to the consistency analysis for Policy HC 2.4, above, which address spaces for interaction.
Policy HC 6.1	Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.	<b>No Conflict.</b> As previously identified, an objective of the PVCCSP is to promote sustainable development. Refer to the consistency analysis for Goal 5 of the Connect SoCal, above, regarding air quality and health of the residents in the region. Also, refer to the consistency analysis for Connect SoCal Goal 8, which addresses new technology.
Policy HC 6.2	Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.	<b>No Conflict.</b> Refer to the consistency analysis for Policy VIII.A of the Conservation Element, above, which addresses water and resource conservation. Further, as discussed in Section 4.9 of this EIR, the Proposed Project would be implemented in compliance with applicable regulations for the protection of water quality during construction and operation.
Policy HC 6.3	<p>Promote measures that will be effective in reducing emissions during construction activities.</p> <p>Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations.</p> <p>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.</p> <p>Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others.</p> <p>Appropriate control measures will be determined on a project by project basis, and should be specific to the</p>	<b>No Conflict.</b> As further discussed in Section 4.2 of this EIR, the Proposed Project would be implemented in compliance with applicable South Coast AQMD rules in place to protect air quality in the region during construction activities. Additionally, the Proposed Project incorporates mitigation measures from the PVCCSP EIR to reduce Project-related construction emissions, and additional Project-specific mitigation measures have been identified to further reduce air emissions during construction.

**Table 4.10-3. City of Perris General Plan Consistency Analysis**

Policy Number	Policy	State of Consistency
	pollutant for which the daily threshold is exceeded.	
<b>Environmental Justice Element</b>		
Goal 3.1 Policy	<p>Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways, or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.</p> <p>As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, daycare centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor."</p>	<p><b>No Conflict.</b> The Proposed Project is consistent with surrounding commercial and industrial land uses and is consistent with the City's General Plan and PVCCSP land use designations and intensity.</p> <p>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 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. This would minimize potential impacts to surrounding sensitive receptors.</p>
Goal 3.1 Policy	Support identification, clean-up, and remediation of local toxic sites through the development review process.	A Phase I ESA was completed for the Proposed Project and is attached to this EIR as Appendix G. No Recognized Environmental Conditions were documented or identified in the Phase 1 ESA related to potentially hazardous materials. The Proposed Project is consistent with this Environmental Justice Policy.
Goal 3.1 Policy	Inform existing industries of the state 5-minute maximum idling limitation and condition new industrial projects to enforce the state's 5-minute maximum idling limitation for stationary diesel trucks.	<b>No Conflict.</b> As further discusses in Section 4.2 of this EIR, the Proposed Project would implement PVCCSP EIR mitigation measure MM Air 11, which requires signage be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of 5 minutes.
Goal 3.1 Policy	Encourage smoke-free/vape-free workplaces, multi-family housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke. As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers,	<b>No Conflict.</b> The City has not adopted official Good Neighbor Policies for development projects. However, the Proposed Project would not result in significant impacts related to the identified issues. The Proposed Project would not generate unacceptable noise at the nearby residence. Traffic improvements would be constructed by the Proposed Project. Further, the Proposed Project would conform with policies to prevent light and air pollution. The Proposed Project would be consistent with this Environmental Justice Policy.

**Table 4.10-3. City of Perris General Plan Consistency Analysis**

Policy Number	Policy	State of Consistency
	schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a “good neighbor.”	
Goal 5.1 Policy	Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation Plan or active transportation in-lieu fee to fund active mobility projects.	<b>No Conflict.</b> The Proposed Project would include 7 bicycle parking stalls. The Proposed Project also includes the construction of sidewalks along roadways adjacent to the Project Site where sidewalks do not currently exist; replacement of older sidewalks, as necessary; and, repair of existing sidewalks if damaged during construction. Sidewalks would be constructed to the City's full-width standards.

**Notes:** AIA = Airport Influence Area; ALUCP = Airport Land Use Compatibility Plan; CBC = California Building Code; EIR = Environmental Impact Report; March ARB/IPA = March Air Reserve Base/Inland Port; MM = mitigation measure; PVCCSP = Perris Valley Commerce Center Specific Plan

**Significance of Impact**

Less Than Significant.

**4.10.5 Cumulative Impacts**

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

As identified in Chapter 6.0, Other CEQA Considerations, of the PVCCSP EIR, this cumulative impact analysis considers development of the Proposed Project in relation to the City’s General Plan land use policies and zoning ordinances, along with other developmental policies. The PVCCSP EIR concludes that cumulative impacts associated with the development of allowed uses under the PVCCSP, which would include the Proposed Project, would be consistent with all applicable General Plan policies and regional plans, and cumulative impacts would be less than significant.

**4.10.5.1 Cumulative Threshold LU-1: Physical Division of Established Community**

The Proposed Project would not divide an established community and would not contribute to a cumulative impact with respect to this impact.

**4.10.5.2 Cumulative Threshold LU-2: Conflict with Applicable Land Use Plans, Policies, and Regulations**

Consistent with this conclusion and as discussed in this section, the Proposed Project would not result in a significant impact on land use and planning. Implementation of cumulative development in accordance with the General Plan and the PVCCSP, including the Proposed Project, would continue to convert undeveloped land to urban uses. The character and overall intensity of the Proposed Project are consistent with existing land uses within the City and in the Proposed Project

vicinity. The Proposed Project is therefore consistent with the planned development for the Project Site. Furthermore, cumulative development projects would be reviewed for consistency with adopted land use plans and policies by the City of Perris (including General Plan policies and zoning requirements), in accordance with the requirements of the California Environmental Quality Act (CEQA), state Zoning and Planning Law, and the Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. Future development in the City would also be governed by policies, implementation measures, and programs to ensure orderly urban development.

Therefore, it can be assumed that through these requirements, future development would be consistent with adopted goals and policies and compatible with existing land uses. However, even if the cumulative impact of these projects would be significant, the Proposed Project's contribution to such cumulative land use impacts is less than significant and is thus not cumulatively considerable because (1) the proposed development would not change the type or amount of development anticipated by the City's General Plan and PVCCSP; (2) the Proposed Project would not conflict with adopted goals and policies as identified through the analysis presented in this section.

#### **4.10.6 Level of Significance Before Mitigation**

##### **4.10.6.1 Threshold LU-1: Physical Division of Established Community**

The Proposed Project would develop a vacant lot and would not physically divide an established community. Further, the Proposed Project does not include any new roadways or structures that would physically divide the existing community. Therefore, no impact would occur.

##### **4.10.6.2 Threshold LU-2: Conflict with Applicable Land Use Plans, Policies, and Regulations**

The Proposed Project would be consistent with applicable land use plans, policies, and regulations. A less than significant impact would occur.

#### **4.10.7 Mitigation Measures**

No Project-specific mitigation measures are required for the Proposed Project.

#### **4.10.8 Level of Significance After Mitigation**

Not applicable.

## 4.11 Noise

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

- Ganddini, 2024. Placentia Avenue Industrial Noise Impact Analysis. July 2024. Included in Appendix K of this EIR.

No comments were received in response to the Notice of Preparation regarding noise. However, at the December 19, 2023, Draft EIR public scoping meeting, concern regarding noise along the boundary of the lot line of people's homes was expressed.

### 4.11.1.1 Environmental Setting

### 4.11.1.2 Fundamentals of Environmental Noise

#### ***Quantification of Noise***

The California Department of Transportation (Caltrans) defines noise as sound that is loud, unpleasant, unexpected, or undesired. Further, for the purposes of noise analysis, noise only exists if a source, path, and receiver are present. Sound pressure waves must be produced by a source and transmitted through a medium, such as air. The sound must be perceived by, registered by, or affect a receptor, such as an ear or noise monitoring device (Caltrans 2013).

Sound pressure levels are quantified using a logarithmic ratio of actual sound pressures to a reference pressure squared, called bels. A bel is typically divided into tenths, or decibels (dB). Sound pressure alone is not a reliable indicator of loudness because frequency (or pitch) also affects how receptors respond to the sound. To account for the pitch of sounds and the corresponding sensitivity of human hearing to them, the raw sound pressure level is adjusted with a frequency-dependent A-weighting scale that is stated in units of decibels (dBA) (Caltrans 2013a). Typical A-weighted noise levels are listed in Table 4.11-1, Typical A-Weighted Noise Levels.

**Table 4.11-1. Typical A-Weighted Noise Levels**

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

**Source:** Caltrans 2013a.

**Note:** dBA = A-weighted decibel

A receptor's response to a given noise may vary depending on the sound level, duration of exposure, character of the noise sources, the time of day during which the noise is experienced, and the activity affected by the noise. Activities most affected by noise include rest, relaxation, recreation, study, and communications, such as quiet conversation or telephone calls. In consideration of these factors, different measures of noise exposure have been developed to quantify the extent of the effects from a variety of noise levels. For example, some measures consider the 24-hour noise environment of a location by using a weighted average that penalizes noise levels during normal relaxation and sleep hours. Other measures consider an average noise level over a period of time that includes ambient noise and a steady-state noise source for a given period of time within the averaging period (Caltrans 2013a). The indices for measuring community noise levels that are used in this report are defined below:

**Leq**, the equivalent energy level, provides an average acoustic or sound energy content of noise, measured during a prescribed period, such as 1 minute, 15 minutes, 1 hour, or 8 hours. The sound level may not be constant over the measured time period, but the average decibel sound level, given as dBA Leq, contains an equal amount of energy as the fluctuating sound level.

**CNEL**, the community noise equivalent level, is the average equivalent A-weighted sound level over a 24-hour period. This measurement applies weights to noise levels during evening and nighttime hours to compensate for the increased disturbance response of people at those times. CNEL is the equivalent sound level for a 24-hour period with a +5 dBA weighting applied to all sound occurring between 7:00 p.m. and 10:00 p.m. and a +10 dBA weighting applied to all sound occurring between 10:00 p.m. and 7:00 a.m.

**Ldn**, the day-night noise level, is a 24-hour Leq, except that the nighttime hours (10:00 p.m. to 7:00 a.m.) are assessed a 10 dBA penalty. This penalty attempts to account for the fact that nighttime noise levels are potentially more disturbing than equal daytime noise levels.

The decibel level of a sound decreases (or attenuates) as the distance from the source of that sound increases. For a single point source, such as a piece of mechanical equipment, the sound level normally decreases by approximately 6 dBA for each doubling of distance from the source. Sound that originates from a linear (or “line”) source, such as vehicular traffic, attenuates by approximately 3 dBA per doubling of distance. Other contributing factors that affect sound reception include ground absorption, topography that provides a natural barrier, meteorological conditions, or the presence of human-made obstacles, such as buildings and sound barriers (Caltrans 2013a).

### **Noise Effects**

Reaction to a given sound varies depending on acoustic characteristics of the source and the environment of the receptor. The A-scale deemphasizes low-frequency sounds because humans are more sensitive to high-frequency sounds that are more likely to cause hearing damage. People tend to compare an intruding noise to existing background noise levels. If a new noise is considerably louder or noticeable above existing levels, it is generally considered objectionable. The activity that the receptor is engaged in also affects response. For example, the same noise source, such as constant freeway traffic, may be more objectionable to people sleeping than to workers in a factory. A 3 dBA change is the smallest increment that is perceptible by most receivers, and a 5 dBA change in community noise level is clearly noticeable. Generally, 1 to 2 dBA changes are not detectable, except under controlled laboratory conditions. A sound that is 10 dBA greater than the reference sound is typically perceived as twice as loud (Caltrans 2013a).

### ***Fundamentals of Environmental Vibration***

Vibration is defined as dynamic excitation of an elastic system, such as the ground or a structure, that results in oscillatory movement of the system (Caltrans 2013). Typical human-made causes of earthborne vibration include trains and construction activities such as blasting, pile driving, and operation of heavy earthmoving equipment. The resulting waves transmitted through solid material are referred to as structureborne or groundborne vibration. Vibration energy spreads out as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. The vibration levels inside a building depend on the vibration energy that reaches the foundation and the characteristics of the structure that affect propagation of the vibration through it. A heavier building will typically experience lower vibration levels. The most common impact associated with vibration is annoyance resulting from the effects of vibration, such as building movement, rattling of windows, shaking of items on shelves or walls, and rumbling sounds. In more extreme cases, building damage may occur. Because the effects of vibration elicit a greater response than the vibration itself, vibration is typically only perceptible to people inside buildings (FTA 2018).

Vibration levels are typically expressed in terms of the peak particle velocity (PPV) and root mean square (RMS) amplitude, both in inches per second (in/sec). PPV is most appropriate for evaluating building damage potential. Caltrans estimates that continuous vibration levels of less than 0.08 PPV and single-event vibration levels of less than 0.12 PPV do not result in damage to even the most fragile historic buildings (Caltrans 2013b). The Federal Transit Administration (FTA) has identified a maximum PPV of 0.2 in/sec for fragile buildings and 0.12 in/sec for extremely fragile historic buildings (FTA 2018).

PPV does not account for human response to vibration. The RMS amplitude is used to represent average vibration amplitude, which accounts for the time it takes for the human body to respond to vibration signals. The RMS amplitude is also given in decibel notation, referenced as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration relative to human response. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. Like airborne noise, groundborne noise is measured in dBA. The sound level accompanying vibration is generally 25 to 40 dBA lower than the vibration velocity level in VdB. Due to its low-frequency components, groundborne noise sounds louder than broadband noise with the same noise level. Typical vibration levels from various sources are shown in Table 4.11-2, Typical Levels of Groundborne Vibration. As shown in this table, the background vibration velocity level in residential areas is usually around 50 VdB, which is below the 65 VdB threshold of human perception (FTA 2018). The same human reaction corresponds to a given vibration velocity level and its resulting noise level; therefore, for simplicity, this analysis refers only to a source's VdB to describe potential human response to groundborne vibration and noise.

**Table 4.11-2. Typical Levels of Groundborne Vibration**

Vibration Level VdB <sup>1</sup>	in/sec RMS	Typical Sources (50 feet from source)	Human/Structural Response
90–100	0.003–0.01	Bulldozers and other heavy tracked construction equipment	Difficulty with tasks such as reading
80–90	0.001–0.003	Commuter rail and rapid transit, upper range	Residential annoyance, infrequent events (e.g., commuter rail)
70–80	0.0003–0.001	Typical commuter rail, bus or truck over bump, typical rapid transit	Residential annoyance, frequent events (e.g., rapid transit)
60–70	0.0001–0.0003	Bus or truck, typical	Limit for vibration-sensitive equipment, approximate threshold for human perception
50	0.00003	Typical background vibration	Not detectable

Source: FTA 2018.

Notes: in/sec = inches per second; RMS = root mean square; VdB = vibration decibel

<sup>1</sup> RMS vibration velocity level in VdB relative to 10–6 in/sec.

The general human response to different groundborne vibration velocity levels is described in Table 4.11-3, Human Response to Different Levels of Groundborne Vibration.

**Table 4.11-3. Human Response to Different Levels of Groundborne Vibration**

Vibration Velocity Level	Noise Level		Human Reaction
	Low Frequency	Mid Frequency	
65 VdB	25 dBA	40 dBA	Approximate threshold of perception for many people. Mid-frequency sound may disturb sleep.
75 VdB	35 dBA	50 dBA	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is annoying. Mid-frequency noise disturbs sleep and is considered annoying in more quiet areas.
85 VdB	45 dBA	60 dBA	Vibration acceptable only if there are an infrequent number of events per day. Low-frequency noise disturbs sleep and mid-frequency noise can be annoying to daytime NSLUs, such as schools.

Source: FTA 2018.

Note: dBA = A-weighted decibel; NSLU = noise-sensitive land use; VdB = vibration decibel

### 4.11.1.3 Regulatory Setting

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

#### Federal

##### ***Federal Aviation Administration Standards (Code of Federal Regulations, Title 14, Part 150)***

Enforced by the Federal Aviation Administration (FAA), Code of Federal Regulations, Title 14, Part 150, prescribes the procedures, standards, and methods governing the development,

submission, and review of airport noise exposure maps and airport noise compatibility programs, including the process for evaluating and approving or disapproving those programs. The code also identifies those land uses that are normally compatible with various levels of exposure to noise by individuals. The FAA considers residential land uses to be compatible with exterior noise levels at or less than 65 dBA Ldn.

### **Federal Transit Administration Standards**

Although the FTA standards are intended for federally funded mass transit projects, the impact assessment procedures and criteria included in the FTA Transit Noise and Vibration Impact Assessment Manual (September 2018) are routinely used for projects proposed by local jurisdictions. The manual includes criteria for assessing the impacts of groundborne vibration, presented in Table 4.11-4, Federal Transit Administration Groundborne Vibration Impact Criteria.

**Table 4.11-4. Federal Transit Administration Groundborne Vibration Impact Criteria**

Land Use Category	Impact Levels (VdB)		
	Frequent Events <sup>1</sup>	Occasional Events <sup>2</sup>	Infrequent Events <sup>3</sup>
Category 1: Buildings where vibration would interfere with interior operations	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

**Source:** FTA 2018.

**Notes:** VdB = vibration decibel

Vibration levels are measured in or near the vibration-sensitive use.

1 "Frequent Events" are defined as more than 70 vibration events of the same source per day.

2 "Occasional Events" are defined as between 30 and 70 vibration events of the same source per day.

3 "Infrequent Events" are defined as fewer than 30 vibration events of the same source per day.

### **State**

#### **California Noise Control Act (California Health and Safety Code, Sections 46000– 46080)**

California Health and Safety Code, Sections 46000–46080, known as the California Noise Control Act of 1973, find that excessive noise is a serious hazard to the public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. The act declares that the State of California has a responsibility to protect the health and welfare of its citizens through the control, prevention, and abatement of noise. It is the policy of the state to provide an environment for all Californians free from noise that jeopardizes their health or welfare. Section 46050.1 mandates development guidelines for the preparation and content of General Plan Noise Elements.

### ***California Department of Transportation***

The California Department of Transportation (Caltrans) has developed several publications on groundborne vibration. The Transportation and Construction Vibration Guidance Manual (Caltrans 2020) provides informational content that supplements previous publications with improved knowledge and information relating to groundborne transportation- and construction-induced vibrations. Although the Transportation and Construction Vibration Guidance Manual is not an official policy, standard, specification, or regulation, it serves as a useful guide for evaluating vibration impacts.

These guidelines recommend that the threshold at which there is a risk of architectural damage is a PPV of 0.25 inches/second (in/sec) for historic buildings, PPV of 0.3 in/sec at older residential structures, and a PPV of 0.5 in/sec at new residential structures and modern commercial/industrial buildings. Additionally, a PPV of 0.4 in/sec is the threshold at which groundborne vibration becomes severe in regard to annoyance (Caltrans 2020).

### **Regional**

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

The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP) was prepared for and adopted by the Riverside County Airport Land Use Commission (ALUC). In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 et seq.), the Riverside County ALUC has been assigned the lead responsibility for airport land use compatibility planning around each of the public-use and military airports in Riverside County, including the preparation of an ALUCP for each airport.

An ALUC is an agency authorized under state law to assist local agencies in ensuring compatible land uses in the vicinity of airports. Primary areas of concern for ALUCs are noise, safety hazards, and airport operational integrity. ALUCs are not implementing agencies in the manner of local governments, nor do they issue permits for a project such as those required by local governments. However, pursuant to California Public Utilities Code Section 21676, local governments are required to submit all general plan amendments and zone changes that occur in the ALUC planning areas for consistency review by ALUC. If such an amendment or change is deemed inconsistent with the ALUC land use compatibility plan, a local government may override the ALUC decision by a two-thirds vote of its governing body, if it makes specific findings that the proposed action is consistent with the purposes stated in Section 21670(a)(2) of the Public Utilities Code: “to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards in areas around public airports to the extent that these areas are not already devoted to incompatible uses.”

## Local

### ***City of Perris General Plan***

The City of Perris has adopted a Noise Element (adopted 2005, amended 2016) of the City of Perris General Plan to control and abate environmental noise, and to protect the citizens of Perris from excessive exposure to noise. The Noise Element specifies the maximum allowable unmitigated exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. In addition, the Noise Element identifies noise policies and implementation measures designed to protect, create, and maintain an environment free from noise that may jeopardize the health or welfare of sensitive receptors, or degrade quality of life.

The noise standards identified in the Noise Element are guidelines to evaluate the acceptability of the transportation-related noise level impacts. These standards are based on the Office of Planning and Research and are used to assess the long-term traffic noise impacts on land uses. According to the City of Perris General Plan Exhibit N-1 Land Use Compatibility for Community Noise Exposure, noise-sensitive land uses such as single-family residences are normally acceptable with exterior noise levels below 60 dBA CNEL and conditionally acceptable with noise levels below 65 dBA CNEL. Industrial uses, such as the Proposed Project, are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL, and conditionally acceptable with exterior noise levels between 70 to 80 dBA CNEL (City of Perris 2005).

Additionally, Noise Element Policy V.A, which addresses noise levels generated by industrial uses, is addressed under Threshold A of this section. Noise Element Implementation Measure V.A.1 requires that new large-scale industrial facilities located within 160 feet of sensitive land uses identify specific measures necessary to ensure that noise levels to be generated in conjunction with operation of a proposed facility do not exceed 60 dBA CNEL at the property line of the adjoining sensitive land use. The specific goals and policies of the General Plan related to noise that are relevant to the Proposed Project and a discussion of the Proposed Project's consistency is provided in Table 4.10-2, City of Perris General Plan Consistency Analysis, in Section 4.10, Land Use and Planning, of this Draft Environmental Impact Report (EIR).

### ***Perris Municipal Code***

Chapter 7.34 of the Perris Municipal Code establishes base ambient noise levels and establishes maximum noise level limits for stationary noise sources. The Perris Municipal Code addresses noise impacts in terms of the maximum noise level (L<sub>max</sub>).

#### **Section 7.34.040 – Sound Implication**

No person shall amplify sound using sound amplifying equipment contrary to any of the following:

1. The only amplified sound permitted shall be either music or the human voice, or both.

2. The volume of amplified sound shall not exceed the noise levels set forth in this subsection when measured outdoors at or beyond the property line of the property from which the sound emanates:
  - Maximum noise level 60 dBA from 10:01 p.m. to 7:00 a.m.
  - Maximum noise level 80 dBA from 7:01 a.m. to 10:00 p.m.

#### **Section 7.34.050 – General Prohibition**

- It unlawful for any person to willfully make, cause or suffer, or permit to be made or caused, any loud excessive or offensive noises or sounds which unreasonably disturb the peace and quiet of any residential neighborhood or which are physically annoying to persons of ordinary sensitivity or which are so harsh, prolonged or unnatural or unusual in their use, time or place as to occasion physical discomfort to the inhabitants of the city, or any section thereof. The standards for dBA noise level in Section 7.34.040 shall apply to this section. To the extent that the noise created causes the noise level at the property line to exceed the ambient noise level by more than 1.0 decibel, it shall be presumed that the noise being created also is in violation of this section.
- The characteristics and conditions which should be considered in determining whether a violation of the provisions of this section exists should include, but not be limited to, the following:
  - The level of the noise.
  - Whether the nature of the noise is usual or unusual.
  - Whether the origin of the noise is natural or unnatural.
  - The level of the ambient noise.
  - The proximity of the noise to sleeping facilities.
  - The nature and zoning of the area from which the noise emanates and the area where it is received.
  - The time of day or night the noise occurs.
  - The duration of the noise.
  - Whether the noise is recurrent, intermittent, or constant.

#### **Section 7.34.060 – Construction Noise**

- Perris Municipal Code Section 7.34.060 identifies the City’s construction noise standards and permitted hours of construction activity. Pursuant to Section 7.34.060, it is unlawful for any person between the hours of 7:00 PM of any day and 7:00 AM of the following day, or on a legal holiday, with the exception of Columbus Day and Washington’s birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Further, Section 7.34.060 states that noise from construction activity shall not exceed 80 dBA Lmax at residential zones of the City.

**Section 7.34.070 – Refuse Vehicles and parking lot sweepers**

- No person shall operate or permit to be operated a refuse compacting, processing or collection vehicle or parking lot sweeper between the hours of 7:00 PM to 7:00 AM in any residential area unless a permit has been applied for and granted by the city.

**Section 7.34.080 – Disturbing, excessive, offensive, declaration of certain acts constituting.**

- The following activities, among others, are declared to cause loud, disturbing, excessive or offensive noises in violation of this section and are unlawful, namely:
  - Horns, Signaling Devices, etc. Unnecessary use or operation of horns, signaling devices or other similar devices on automobiles, motorcycles or any other vehicle
  - Leaf blowers
    1. The term "leaf blower" means any portable, hand-held or backpack, engine-powered device with a nozzle that creates a direct able airstream which is capable of and intended for moving leaves and light materials.
    2. No person shall operate a leaf blower in any residential zoned area between the hours of 7:00 P.M. and 8:00 A.M. on weekdays and 5:00 P.M. and 9:00 A.M. on weekends or on legal holidays.
    3. No person may operate any leaf blower at a sound level in excess of 80 decibels measured at a distance of 50 feet or greater from the point of noise origin.
    4. Leaf blowers shall be equipped with functional mufflers and an approved sound limiting device required to ensure that the leaf blower is not capable of generating a sound level exceeding any limit prescribed in this section.

**Section 19.51.080 – Noise**

- Chapter 19.51 of the Perris Municipal Code establishes noise levels and regulations for land uses within the March ARB/IP Airport Overlay Zone (MAOZ).
  - Airport Related Noise. Noise compatibility standards are intended to prevent the establishment of noise-sensitive land uses in portions of the airport environ that are exposed to significant levels of aircraft noise. Where permitted within the Airport Overlay Zone (AOZ), the following noise-sensitive land uses shall comply with applicable noise exposure criteria:
    3. All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses

in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and the Riverside County ALUC policy.

4. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB).
5. Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

#### **4.11.1.4 Existing Conditions**

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

#### **Existing Noise Environment**

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

Sensitive receptors are land uses that require serenity or are otherwise adversely affected by noise events or conditions. Schools, libraries, churches, 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 impacted by noise produced from implementation of the Proposed Project include single-family residences located 50 feet to the south across Placentia Avenue; 495 feet to the east across the drainage channel; 340 feet to the northwest across Wilson Avenue; and 695 feet to the west along Redlands Avenue from the Project Site (Appendix K, Noise Impact Analysis).

#### ***Ambient Noise Measurements***

Noise surveys were conducted by Ganddini Group Inc. to measure existing noise levels on the Project Site. An American National Standards Institute (ANSI Section SI.4 2014, Class 1) Larson Davis model LxT sound level meter was used to document existing ambient noise levels. In order to document existing ambient noise levels in the Proposed Project area, five 15-minute daytime noise measurements (STNM) were taken between 1:36 PM and 4:23 PM on March 16, 2023. In addition, one long-term 24-hour noise measurement (LTNM) was also taken from March 16, 2023 to March 17, 2023. Noise levels measured at the locations listed are presented below in Table 4.11-5, Short-Term Noise Measurements Summary, and Table 4.11-6, Long-Term Noise Measurements Summary (LTNM1). Figure 4.11-1, Noise Measurement Locations, shows short-term and long-term noise measurement locations in relation to the Project Site.

Ambient noise measurements were taken at the following locations:

- **STNM1:** Noise measurement represents the residential use located at 2865 Redlands Avenue, Perris. The noise measurement was taken just west of the residential use and east of Redlands Avenue.
- **STNM2:** Noise measurement represents the residential used located along Wilson Avenue just south of Placentia Avenue (2770 Wilson Avenue, Perris). The noise measurement was taken just east of the residential use and west of Wilson Avenue.
- **STNM3:** Noise measurement represents the residential used located along the southern side of Placentia Avenue (691 Placentia Avenue, Perris). The noise measurement was taken just north of the residential use and south of Placentia Avenue.
- **STNM4:** Noise measurement represents the residential used located east of the Project Site along Clapper Street (2980 Clapper Street, Perris). The noise measurement was taken just west of the residential uses near an adjacent bike trail.
- **STNM5:** Noise measurement represents the commercial and industrial uses located to the north of the Project Site along Wilson Avenue (3060 Wilson Avenue, Perris). The noise measurement was taken just west of Wilson Avenue near the commercial and industrial uses.
- **LTNM1:** Noise measurement represents the project site. The noise measurement was taken within the northwestern corner of the Project Site.

**Table 4.11-5. Short-Term Noise Measurements Summary**

Daytime Measurements (dBA)				
Site Location <sup>1</sup>	Time Started	Leq	Lmax	Lmin
STNM1	1:36 p.m.	71.1	84.2	39.2
STNM2	1:59 p.m.	61.7	79.3	40.0
STNM3	2:30 p.m.	65.4	83.7	37.2
STNM4	3:29 p.m.	60.8	84.4	36.9
STNM5	4:08 p.m.	60.6	74.6	38.3

Source: Appendix K.

Notes: dBA = A-weighted decibel; Leq = average sound level; Lmax = maximum sound level; Lmin = minimum sound level;

<sup>1</sup> See Figure 4.11-1, Noise Monitoring Locations, for short-term noise measurements (STNM) locations.

**Table 4.11-6. Long-Term Noise Measurements Summary (LTNM1)**

24-Hour Ambient Noise (dBA)				
Hourly Measurements	Time Started	Leq	Lmax	Lmin
1	6:00 p.m.	54.5	81.6	35.2
2	7:00 p.m.	48.4	68.5	40.1
3	8:00 p.m.	48.5	65.9	42.1
4	9:00 p.m.	45.1	61.6	40.1
5	10:00 p.m.	45.5	57.6	35.7
6	11:00 p.m.	41.5	56.4	33.6
7	12:00 a.m.	45.2	72.1	35.5

8	1:00 a.m.	40.2	59.9	34.0
9	2:00 a.m.	40.4	60.5	33.9
10	3:00 a.m.	41.4	58.5	33.8
11	4:00 a.m.	44.7	57.0	39.6
12	5:00 a.m.	41.8	62.0	34.3
13	6:00 a.m.	42.1	64.6	30.9
14	7:00 a.m.	60.7	78.1	32.5
15	8:00 a.m.	54.8	82.6	34.1
16	9:00 a.m.	49.9	69.2	34.5
17	10:00 a.m.	44.7	63.4	34.1
18	11:00 a.m.	40.9	55.3	33.3
19	12:00 p.m.	51.5	76.1	32.0
20	1:00 p.m.	42.5	58.0	32.4
21	2:00 p.m.	58.0	85.0	32.4
22	3:00 p.m.	42.9	66.5	31.8
23	4:00 p.m.	46.6	67.9	34.1
24	5:00 p.m.	43.9	60.6	33.6
<b>CNEL</b>		53.3		

**Source:** Appendix K.

**Notes:** dBA = A-weighted decibel; Leq = average sound level; Lmax = maximum sound level; Lmin = minimum sound level

#### 4.11.2 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 noise if it would:

- **Threshold NOI-1:** Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- **Threshold NOI-2:** Generation of excessive groundborne vibration or groundborne noise levels.
- **Threshold NOI-3:** For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

#### 4.11.3 Regulatory Requirements

**RR NOI-1** The Project will comply with the California Building Code, Title 24, Building Standards Administrative Code, Part 11, CALGreen, Section 5.507.

- RR NOI-2** The Project will be operated in accordance with Section 7.34.040, Sound Amplification, of the Perris Municipal Code, which prohibits amplified sound other than music, the human voice, or both; and prohibits amplified sound from exceeding the noise levels of 60 dBA between 10:01 pm to 7:00 am (nighttime) and 80 dBA between 7:01 am to 10:00 pm (daytime) when measured outdoor at or beyond the property line of the property from which the sound emanates.
- RR NOI-3** The Project will be operated in accordance with Section 7.34.050, General Prohibition, of the Perris Municipal Code, which prohibits any person to willfully make, cause or suffer, or permit to be made or caused, any loud excessive or offensive noises or sounds which unreasonably disturb the peace and quiet of any residential neighborhood or which are physically annoying to persons of ordinary sensitivity or which are so harsh, prolonged or unnatural or unusual in their use, time or place as to occasion physical discomfort to the inhabitants of the city, or any section thereof; and prohibits sound from exceeding the noise levels of 60 dBA between 10:01 pm to 7:00 am (nighttime) and 80 dBA between 7:01 am to 10:00 pm (daytime) when measured outdoor at or beyond the property line of the property from which the sound emanates.
- RR NOI-4** The Project will be constructed in accordance with Section 7.34.060, Sound Amplification, of the Perris Municipal Code, which makes it unlawful to erect, construct, demolish, excavate, alter, or repair any building or structure in such a manner as to create disturbing excessive or offensive noise between the hours of 7:00 pm of any day and 7:00 AM of the following day, or on a legal holiday, with the exception of Columbus Day and Washington’s birthday, or on Sundays.
- RR NOI-5** The Project will be operated in accordance with Section 7.34.070, Refuse Vehicles and Parking Lot Sweepers, of the Perris Municipal Code which prohibits operation of a refuse compacting, processing or collection vehicle or parking lot sweeper between the hours of 7:00 pm to 7:00 am in any residential area unless a permit has been applied for and granted by the City of Perris.
- RR NOI-6** The Proposed Project will include the following Best Management Practices (BMPs) on project plans and in contract specifications to minimize construction noise:
- All equipment, whether fixed or mobile, will be equipped with properly operating and maintained mufflers, consistent with manufacturer standards.
  - All stationary construction equipment will be placed so that emitted noise is directed away from the noise sensitive receptors nearest the Project Site.
  - As applicable, all equipment shall be shut off and not left to idle when not in use.

- To the degree possible, equipment staging will be located in areas that create the greatest distance between construction-related noise and vibration sources and existing sensitive receptors.
- Jackhammers, pneumatic equipment, and all other portable stationary noise sources will be directed away and shielded from existing residences in the vicinity of the Project Site. Either one-inch plywood or sound blankets can be utilized for this purpose. They should reach up from the ground and block the line of sight between equipment and existing residences. The shielding should be without holes and cracks.

#### 4.11.4 Environmental Impacts

##### Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The Peris Valley Commerce Center Specific Plan (PVCCSP) includes the following Residential Buffer Development Standards and Guidelines related to noise:

- **50-Foot Setback** – A 50-foot setback is required for commercial and industrial developments immediately abutting existing residential property lines. Other allowed uses and facilities within the 50-foot setback includes landscape areas, water quality basins and conveyances, vehicle travel aisles, passenger car parking and any feature deemed unobtrusive to the neighboring residential use by the Development Services Department.
- **Hours of Operation** – Depending on the type of use and activities proposed by the industrial, commercial or professional/office development, the Development Services Department may impose restrictions on hours of operation for construction, as well as business operation.
- **Sound Walls** – Sound walls may be required to mitigate potential operational noise impacts from proposed industrial, commercial or professional/office development, as well as be constructed in the first phase of development to help shield residents from construction noise.

The PVCCSP includes Standards and Guidelines relevant to airport noise. 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. The PVCCSP EIR includes mitigation measures for potential impacts to noise, which are listed below.

## **Airport Overlay Zone (Chapter 12.0 of PVCCSP)**

### *12.1.3 Compatibility with March ARB/IP ALUCP.*

The Perris Valley Commerce Center (PVCC) area is within March ARB/IP safety zones and therefore all development shall comply with the following measures:

- **Noise Standard:** All building office areas shall be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to ensure appropriate interior sound levels.
- **Notice of Airport in the Vicinity:** Prior to approval of new development projects, all applicants shall prepare an aerial photograph identifying the location of the March ARB/IP in relationship to the Project Site, and a Notice of Airport in the Vicinity. Because the entire PVCCSP lies within the March ARB Airport Influence Area (AIA), notice must be provided to all potential purchasers or tenants (refer to mitigation measure MM Haz 4 in Section 4.9, Hazards and Hazardous Materials, of this EIR).

The following mitigation measures from the PVCCSP EIR for noise impacts are incorporated as part of the Proposed Project and are assumed in the analysis presented in this subsection.

**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.

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

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

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

#### 4.11.4.1 Threshold NOI-1: Increase in Noise Levels

##### Impact Analysis

The Proposed Project would not result in a substantial temporary or permanent increase in ambient noise levels during construction, long-term site operations, and due to Project-related traffic. Each is discussed below.

##### Construction Noise

###### *On-Site Equipment*

Construction noise is regulated within Section 7.34.060 of the Perris Municipal Code (see Regulatory Setting section of this report). Accordingly, the Proposed Project would result in a significant impact if:

- Project construction occurs outside the hours of 7:00 AM and 7:00 PM Monday through Saturday or anytime on legal holidays, with the exception of Columbus Day and Washington's Birthday, and Sundays; or,
- Project construction noise exceeds 80 dBA  $L_{max}$  in residential zones within the City.

Proposed Project construction noise levels at nearby sensitive receptors were calculated using the FTA methodology. Construction noise modeling worksheets for each phase are provided in the Noise Impact Analysis (Appendix L of this EIR). Anticipated noise levels during each construction phase are presented in Table 4.11-7, Construction Noise Levels. Noise measurement locations are shown on Figure 4.11-1 and discussed above in Section 4.11.1.2, Existing Conditions.

**Table 4.11-7. Construction Noise Levels**

Phase	Receptor Location	Closest Measured Ambient Noise Location	Existing Measured Noise Levels (dBA Lmax)	Construction Noise Levels (dBA Lmax)	Exceeds Daytime 80 dBA Lmax Standard (Y/N)
Grading	Residential to the South (691 Placentia Ave)	STNM3	83.7	64.3	No
	Residential to the East/Northeast (2988 Clapper St)	STNM4	84.4	57.3	No
	Residential to the West (2865 Redlands Ave)	STNM1	84.2	56.6	No
Building Construction	Residential to the South (691 Placentia Ave)	STNM3	83.7	63.3	No
	Residential to the East/Northeast (2988 Clapper St)	STNM4	84.4	56.8	No
	Residential to the West (2865 Redlands Ave)	STNM1	84.2	55.6	No
Paving	Residential to the South (691 Placentia Ave)	STNM3	83.7	59.3	No
	Residential to the East/Northeast (2988 Clapper St)	STNM4	84.4	52.8	No
	Residential to the West (2865 Redlands Ave)	STNM1	84.2	51.6	No
Architectural Coating	Residential to the South (691 Placentia Ave)	STNM3	83.7	57.3	No
	Residential to the East/Northeast (2988 Clapper St)	STNM4	84.4	50.8	No
	Residential to the West (2865 Redlands Ave)	STNM1	84.2	49.6	No

**Source:** Appendix K.

**Notes:** dBA = A-weighted decibel; Lmax = maximum sound level; STNM1 = Short-term Noise Measurement, Location 1; STNM3 = Short-term Noise Measurement, Location 3; STNM4 = Short-term Noise Measurement, Location 4

Although not protected by City Ordinance criteria, the equivalent of the average noise level ( $L_{eq}$ ) associated with simultaneous operation of all equipment associated with each construction phase was modeled at properties that have existing residential uses, including those that are zoned for residential uses and those that are not zoned for residential uses (non-conforming residential land uses), within proximity of the Project Site. Because most all construction equipment is expected to move around the Project Site, combined noise levels were modeled from the center of the Project Site, as is industry standard. Construction noise levels are expected to reach up to reach up to 67.7 dBA  $L_{eq}$  at the nearest residential property line to the south at approximately 540 feet from the Project Site, 61.2 dBA  $L_{eq}$  at the nearest residential property line to the east/northeast at approximately 1,150 feet from the Project Site, and 60.0 dBA  $L_{eq}$  at the nearest residential property line to the west at approximately 1,310 feet of the Project Site. Therefore, as shown in Table 4.11-7, noise levels would not exceed the daytime 80 dBA  $L_{max}$  standard, and construction noise impacts would be less than significant.

**Off-Site Vehicle Trips**

Construction truck trips would occur throughout the Proposed Project's construction period. Given the Project Site's proximity to the I-215 Freeway, approximately 1.6 miles to the west/southwest, it is anticipated that vendor and/or haul truck traffic would take the most direct route to the appropriate freeway ramps.

Placentia Avenue currently handles between approximately 4,008 and 6,048 average daily vehicle trips in the vicinity of the Project Site and Wilson Avenue handles between approximately 2,316 and 3,912 average daily vehicle trips. The greatest number of construction-related vehicle trips per day would be during building construction and paving at up to approximately 338 vehicle trips per day, consisting of 243 worker trips and 94.8 vendor trips (Appendix L). Therefore, vehicle traffic generated during project construction is nominal relative to existing roadway volumes and would not result in the doubling of traffic volume necessary to increase noise levels by 3 dBA. Off-site construction vehicle trip impacts from the Proposed Project would be less than significant.

**Operational Noise****On-Site Noise Sources**

Stationary noise source standards are established within the City of Perris General Plan Noise Element Implementation Measure V.A.1 and Section 9.02.050 of the Perris Municipal Code (see Regulatory Setting section of this section). Accordingly, the Proposed Project would result in a significant impact if:

- Project-related operational noise levels exceeds the City-established noise standard of 60 dBA CNEL at the property line of adjoining sensitive land uses.

Noise levels at nearby sensitive receptors were determined based on the SoundPLAN acoustical model developed for the Proposed Project. SoundPLAN modeling worksheets are provided in Appendix K to this EIR. Table 4.11-8, Proposed Project Operational Noise Levels (dBA, CNEL), shows the modeled project operational noise levels relative to the City-established standards (Appendix K). The receptor locations are shown on Figure 4.11-2, Project Operational Noise Levels.

**Table 4.11-8. Proposed Project Operational Noise Levels**

Receptor Location <sup>1</sup>	Existing Measured Noise Levels (dBA, CNEL) <sup>2</sup>	Operational Noise Levels (dBA, CNEL)	Exceeds 60 dBA CNEL Standard (Y/N)
1. Single Family Residential land use	53.3	41	No
2. Single Family Residential land use	53.3	52	No
3. Single Family Residential land use	53.3	50	No
4. Single Family Residential land use	53.3	51	No
5. Commercial Land use	53.3	53	No

**Source:** Appendix K.

**Notes:** dBA = A-weighted decibel; CNEL = community noise equivalent level

<sup>1</sup> See Figure 4.11-2, Project Operational Noise Levels (dBA, CNEL).

<sup>2</sup> See Table 4.11-6, Long-Term Noise Measurements Summary (LTNM1) (dBA).

As shown in Table 4.11-8, Proposed Project operation is expected to range between 41 and 53 dBA CNEL at the nearby sensitive receivers as shown on Figure 4.11-2 and would not exceed the City's General Plan land use compatibility criteria of 60 dBA CNEL at residential land uses. The Proposed Project's on-site operational noise impact would be less than significant.

#### **Off-Site Operational Noise Sources**

State courts have rejected use of what is effectively a single "absolute noise level" threshold of significance (e.g., exceed 65 dBA CNEL) on the grounds that the use of such a threshold fails to consider the magnitude or severity of increases in noise levels attributable to the Proposed Project in different environments. State courts have also upheld the use of "ambient plus increment" thresholds for assessing project noise impacts as consistent with CEQA, noting however, that the severity of existing noise levels should not be ignored by incorporating a smaller incremental threshold for areas where existing ambient noise levels were already high (Appendix K).

Pursuant to the PVCCSP EIR, Proposed Project roadway noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development.

- When the resulting noise levels at noise-sensitive land uses (e.g., residential, etc.):
  - are less than 60 dBA CNEL and the Proposed Project creates a 5 dBA CNEL or greater project-related level increase; or,
  - exceed 60 dBA CNEL and the Proposed Project creates a 3 dBA CNEL or greater project-related noise level increase.

#### **Traffic Noise**

Roadway noise levels were calculated at roadways included in the Placentia Avenue Industrial Traffic Impact Analysis (Appendix L) based on the FHWA Traffic Noise Prediction Model

methodology. During operation, the Proposed Project is expected to generate approximately 1,047 average daily trips with 85 trips during the AM peak-hour and 95 trips during the PM peak-hour. Roadway noise levels were calculated for the following scenarios:

- Existing (without Proposed Project): This scenario refers to existing year traffic noise conditions.
- Existing Plus Proposed Project: This scenario refers to existing year plus Proposed Project traffic noise conditions.

Table 4.11-9, Existing Traffic Noise Levels With and Without Project Implementation, shows the change in existing roadway noise levels with the addition of project-generated operational trips.

**Table 4.11-9. Existing Traffic Noise Levels With and Without Project Implementation**

Roadway	Segment	Existing Noise Level (dBA CNEL)	Existing + Project (dBA CNEL)	Increase in Noise Level	Exceeds Standards?
Rider Street	West of Redlands Ave	72.8	72.8	+0	No
	East of Redlands Ave	73.7	73.8	+0.2	No
	West of Wilson Ave	73.6	73.8	+0.2	No
	East of Wilson Ave	74.3	74.4	+0.1	No
Placentia Avenue	West of Redlands Ave	68.9	69.5	+0.6	No
	Redlands Ave to Wilson Ave	64.5	65.6	+1.1	No
Redlands Avenue	North of Rider Street	69.9	70.2	+0.3	No
	South of Placentia Ave	71.5	71.6	+0.1	No
Wilson Avenue	South of Rider Street	62.3	64.9	+2.6	No
	North of North Project Dwy	64.6	66.1	+1.5	No
	North Project Dwy to Central Project Dwy	64.6	65.9	+1.3	No
	Central Project Dwy to South Project Dwy	64.6	67.6	+3.0	Yes
	South Project Dwy to Placentia Ave	62.5	66.3	+3.8	Yes
	South of Placentia Ave	63.0	63.6	+0.6	No

**Source:** Appendix K.

**Notes:** dBA = A-weighted decibel; CNEL = community noise equivalent level

As shown in Table 4.11-9, modeled existing traffic noise levels range between 62 and 74 dBA CNEL and the modeled Existing Plus Project traffic noise levels range between 64 and 74 dBA CNEL at the right-of-way of each study roadway segment. The segments of Wilson Avenue from the Central Project Driveway to the South Project Driveway and Wilson Avenue from the South Project Driveway to Placentia Avenue have modeled noise levels exceeding 60 dBA CNEL with expected noise level increases of 3 dB or greater. However, there are no existing noise-sensitive uses located along Wilson Avenue from the Central Project Driveway to Placentia Avenue. In

addition, the land adjacent to these roadway segments are designated as Light Industrial in the PVCCSP. All other modeled roadway segments would not exceed the lowest threshold of 3 dB. Therefore, the addition of Proposed Project trips would not change noise levels in excess of the applicable threshold at any of the study roadway segments. Potential impacts related to traffic noise would be less than significant.

### Significance of Impact

Less Than Significant Impact.

#### 4.11.4.2 Threshold NOI-2: Excessive Groundborne Vibration or Noise

##### Impact Analysis

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures, and soil type. It is expected that groundborne vibration from the Proposed Project's construction activities would cause only intermittent, localized intrusion. Using the vibration source level of construction equipment provided in Table 4.11-10, Construction Equipment Vibration Source Levels, and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Proposed Project vibration building damage impacts.

**Table 4.11-10. Construction Equipment Vibration Source Levels**

Equipment		PPV at 25 ft, in/sec	Approximate Lv* at 25 ft
Pile Driver (impact)	upper range	1.518	112
	typical	0.644	104
clam shovel drop (slurry wall)		0.202	94
Hydromill (slurry wall)	In soil	0.008	66
	In rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Loaded Trucks		0.076	86
Jackhammer		0.035	79
Small Bulldozer		0.003	58

**Source:** Federal Transit Administration: Transit Noise and Vibration Impact Assessment Manual, 2018.

**Notes:**

\* RMS velocity in decibels, VdB re 1 micro-in/sec

The City of Perris has not established thresholds of significance concerning groundborne vibration. In the absence of City-established thresholds, groundborne vibration impacts are based on

guidance from the Caltrans Transportation and Construction Vibration Guidance Manual. Accordingly, the Proposed Project would result in a significant impact if:

- Groundborne vibration levels generated by the Proposed Project have the potential to cause architectural damage at nearby buildings by exceeding the following PPV:
  - 0.08 in/sec at extremely fragile historic buildings, ruins, ancient monuments
  - 0.10 in/sec at fragile buildings
  - 0.25 in/sec at historic and some old buildings
  - 0.30 in/sec at older residential structures
  - 0.50 in/sec at new residential structures and modern industrial/commercial buildings.
- Groundborne vibration levels generated by the Proposed Project have the potential to cause severe annoyance to people living or working in nearby buildings by exceeding a PPV of 0.4 in/sec.

Based on the groundborne vibration modeling included in Appendix G of the Noise Impact Analysis, use of a vibratory roller is expected to generate a PPV of 0.033 in/sec and a bulldozer is expected to generate a PPV of 0.014 in/sec at the closest off-site building, which is a residential use located approximately 85 feet south of the Project Site. Other equipment anticipated to be used during Proposed Project construction generate lower PPV. Therefore, groundborne vibration generated by project construction would not exceed the levels necessary to cause architectural damage or severe annoyance to persons living or working in nearby buildings. Potential impacts would be less than significant.

The most substantial sources of groundborne vibration during post-construction project operations would include the movement of passenger vehicles and trucks on paved and generally smooth surfaces. Loaded trucks generally have a PPV of 0.076 at a distance of 25 feet (Caltrans 2020), which is a substantially lower PPV than that of a vibratory roller (0.210 in/sec PPV at 25 feet). Therefore, groundborne vibration levels generated by the Proposed Project's operation would not exceed those modeled for Project construction, and potential impacts would be less than significant in this regard.

### **Significance of Impact**

Less Than Significant Impact.

#### **4.11.4.3 Threshold NOI-3: Aircraft Noise**

### **Impact Analysis**

The closest airport to the Project Site is the March ARB/IPA, with airport runways located approximately 3.2 miles to the northwest of the Project Site. Per the March ARB/IPA ALUCP the Project Site is located within Compatibility Zone C1 (Primary Approach/Departure Zone) (Mead

& Hunt 2014). Exhibit N-3 of the Noise Element of the City of Perris General Plan shows that the Project Site is located just outside the airport's 60 dBA CNEL noise contour (City of Perris 2005). In addition, Figure 4-2 of the more recent Final Air Installations Compatible Use Zones (AICUZ) Study for March Air Reserve Base shows that the Project Site is located outside the airport's 60 dBA CNEL noise contour (Air Force Reserve Command 2018). The 2018 AICUZ Study noise contour map is provided on Figure 8 of the Noise Impact Analysis (Appendix K).

Per the 2018 AICUZ Study, the Air Force provides planning contours—noise contours based on reasonable projections of future missions and operations. AICUZ studies using planning contours provide a description of the long-term (5–10 year) aircraft noise environment for projected aircraft operations that is more consistent with the planning horizon used by state, Tribal, regional and local planning bodies.

The Proposed Project is a 578,265-square-foot industrial warehouse building. Neither the Perris Municipal Code nor the March ARB/IPA ALCUP establish airport noise criteria for industrial or warehouse land uses. Furthermore, per the 2018 ALUCP Study, industrial land uses are considered allowed uses within Zone C1 (Mead & Hunt 2014).

The total square footage of the Proposed Project includes approximately 10,000 square feet of associated office use. Section 19.51.080 of the Perris Municipal Code includes a requirement of 45 dBA CNEL for office space. Section 19.51.080 of the Perris Municipal Code further states that standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior noise standard is 20 dB or less. Per the 2018 AICUZ Study, the Project Site is located outside the airport's 60 dBA CNEL noise contour (Air Force Reserve Command). Therefore, with standard building construction, the associated office use would not be anticipated to have airport-related noise levels exceeding 45 dBA CNEL.

The Proposed Project would not expose people residing or working in the Proposed Project area to excessive noise levels associated with airports. Therefore, implementation of the Proposed Project would have a less than significant impact in this regard.

### **Significance of Impact**

Less Than Significant Impact.

#### **4.11.5 Cumulative Impacts**

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

#### **4.11.5.1 Cumulative Threshold NOI-1: Exceedance of Noise Standards**

As discussed under the analysis of Threshold NOI-1, Proposed Project construction-related noise impacts would be less than significant. As it is unlikely that any other cumulative developments would be under construction within proximity to the Proposed Project concurrent with Project construction, cumulatively considerable construction-related noise impacts would be less than significant. Additionally, the analysis of operational-related noise level contributions, which are presented in Table 4.11-8, demonstrates that Project-related operational noise would not result in a cumulative increase in noise levels that exceeds the City's thresholds of significance.

With respect to traffic-related noise impacts, Table 4.11-9 present a comparison of the Existing and the Existing plus Project dBA CNEL noise levels with Project-generated operational trips. Segments that would experience an increase of 3 dB or greater (along Wilson Avenue from Central Project Driveway to the South Project Driveway along Wilson Avenue from South Project Driveway to Placentia Avenue). As discussed above, no noise-sensitive uses currently exist along these segments. Nearby land is designated as Light Industrial in the PVCCSP.

The PVCCSP EIR evaluated cumulative impacts with regard to noise using the geographic context for the analysis of the cumulative noise impacts as the City of Perris. The analysis considered development of the Perris Valley Commerce Center (PVCC) in conjunction with ambient growth within the vicinity of the PVCC. The PVCCSP EIR determined that the impact of construction of the PVCC's implementing development and infrastructure projects would not be cumulatively considerable or significant. The PVCCSP EIR also determined that implementation of the PVCC would result in substantial increases in the ambient noise environment at project buildout and therefore, the potential cumulative project-related noise impacts are considered significant and the contribution of the implementation of the PVCC to the cumulative impact would be considerable.

As the Proposed Project is consistent with the PVCCSP, it would not result in impacts more considerable than was originally identified in the PVCCSP EIR.

Therefore, cumulative off-site traffic-related noise impacts would be less than significant following compliance with existing City plans, such as the PVCCSP.

#### **4.11.5.2 Cumulative Threshold NOI-2: Excessive Groundborne Vibration or Noise**

As discussed in Threshold NOI-2, the Proposed Project-related vibration impacts would be less than significant during Project construction. As it is unlikely that other sources of vibration would occur concurrent with Project construction activities, potential impacts would be less than cumulatively considerable.

#### **4.11.5.3 Cumulative Threshold NOI-3: Aircraft Noise**

As discussed above in Threshold NOI-3, the Proposed Project would not be exposed to airport-related noise levels in excess of 60 dBA. Offices included in the Proposed Project would not be exposed to noise levels above 45 dBA CNEL following standard building construction. Additionally, there are no components of the Proposed Project that would cause or contribute to increased aircraft activity in the local area. Thus, Proposed Project impacts due to airport-related noise would be less than cumulatively considerable.

#### **4.11.6 Level of Significance Before Mitigation**

##### **4.11.6.1 Threshold NOI-1: Exceedance of Noise Standards**

The Proposed Project would not generate substantial construction or operational noise impacts in excess of standards established by the City of Perris.

##### **4.11.6.2 Threshold NOI-2: Excessive Groundborne Vibration or Noise**

The Proposed Project would not generate excessive groundborne vibration or groundborne noise levels.

##### **4.11.6.3 Threshold NOI-3: Aircraft Noise**

The Proposed Project would not expose people residing or working in the Proposed Project area to excessive noise levels associated with airports.

#### **4.11.7 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 Noise1** 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.

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

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

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

**4.11.8 Level of Significance After Mitigation**

Not applicable.

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**Figure 4.11-1. Noise Measurement Locations**

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## 4.12 Transportation

This section assesses transportation impacts resulting from implementation of The Cubes at Placentia Industrial Project (Proposed Project). Information presented in this section is primarily based on the following document:

- Ganddini, 2024. Placentia Avenue Industrial Traffic Impact Analysis. May 2024. Included in Appendix L of this EIR.

In accordance with Senate Bill (SB) 743, further discussed under 4.12.1.1 Regulatory Setting, below, the California Natural Resources Agency adopted changes to the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) in December 2018, which identify that vehicle miles traveled (VMT) is the appropriate metric to evaluate a project's transportation impacts. As of December 2018, when the revised CEQA Guidelines were adopted, automobile delay, as measured by "level of service" (LOS) and other similar metrics, no longer constitutes a significant environmental effect under the California Environmental Quality Act (CEQA). Lead agencies in California must begin using vehicle miles traveled (VMT) to evaluate project transportation impacts no later than starting on July 1, 2020. The City of Perris adopted its Transportation Impact Analysis Guidelines for CEQA, which includes guidance for conducting the required VMT analysis, on June 9, 2020.

Notwithstanding the current method of analysis for CEQA purposes, the Perris Valley Commerce Center Specific Plan (PVCCSP) Environmental Impact Report (EIR) mitigation measure MM Transportation 7 requires project-level traffic impact studies to be prepared for individual development projects in the Perris Valley Commerce Center (PVCC) area. The City of Perris continues to require the Project-level traffic analysis to inform the development of conditions of approval for individual projects implementing the PVCCSP. The City-required Placentia Avenue Industrial Traffic Impact Analysis, City of Perris has been prepared and is provided in Appendix L of this EIR, for informational purposes and to comply with PVCCSP EIR mitigation measure MM Trans 7. Information from the Project-level Traffic Impact Analysis is also used as the basis for addressing other Project impacts (e.g., air quality and health risk, greenhouse gas emissions, noise, etc.), as discussed in the respective sections of this EIR.

No comments were received in response to the Notice of Preparation regarding transportation. However, during the Draft EIR public scoping meeting on December 19, 2023, the Planning Commissioners, organizations' representatives, and members of the public requested that traffic impacts due to an increase in trucks and employees be addressed.

## **4.12.1 Environmental Setting**

### **4.12.1.1 Regulatory Setting**

Section 4.10, Transportation and Traffic, of the PVCCSP EIR provides a discussion of “Related Regulations” relevant to development within the PVCC area, including Levels of Service, City of Perris General Plan, Fair Share Fee Programs, Guidelines Pertaining to Fire Department Access, and Design Considerations. Following is a summary of existing policies and regulations that are particularly relevant to the Project.

#### **Federal**

No federal regulations are applicable to the Project with respect to transportation.

#### **State**

##### ***Assembly Bill 32 and Senate Bill 375***

With the passage of Assembly Bill (AB 32), the Global Warming Solutions Act of 2006, the State of California committed itself to reducing statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB) is coordinating the response to comply with AB 32.

On December 11, 2008, CARB adopted the Climate Change Scoping Plan (2008 Scoping Plan) pursuant to AB 32. The 2008 Scoping Plan included the approval of Senate Bill (SB) 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32. The 2008 Scoping Plan was updated in 2013 and 2017, and in 2022 CARB adopted a Scoping Plan for Achieving Carbon neutrality.

There are five major components to SB 375. First, regional GHG emissions targets: CARB’s Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization in the State. These targets, which Metropolitan Planning Organizations may propose themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements.

Second, Metropolitan Planning Organizations are required to prepare a Sustainable Communities Strategy that provides a plan for meeting regional targets. The Sustainable Communities Strategy and the Regional Transportation Plan must be consistent with each other, including action items and financing decisions. If the Sustainable Communities Strategy does not meet the regional target, the Metropolitan Planning Organization must produce an Alternative Planning Strategy that details an alternative plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on eight-year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the Sustainable Communities Strategy. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the Sustainable Communities Strategy. Transit-oriented developments (TODs) also qualify if they: (1) are at least 50 percent residential; (2) meet density requirements; and (3) are within 0.5 mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, Metropolitan Planning Organizations must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission. Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the California Transportation Commission guidelines.

### **Senate Bill 743**

Senate Bill 743, which was codified in Public Resources Code (PRC) Section 21099, requires changes to the CEQA Guidelines regarding the analysis of transportation impacts. Pursuant to PRC Section 21099, the criteria for determining the significance of transportation impacts must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” To that end, in developing the criteria, the Governor’s Office of Planning and Research (OPR) proposed, and the California Natural Resources Agency certified and adopted changes to the CEQA Guidelines in December 2018, which entailed changes to the thresholds of significance for the evaluation of impacts to transportation.

The updated CEQA Guidelines include the addition of CEQA Guidelines Section 15064.3, of which Subdivision (b) establishes criteria for evaluating a project’s transportation impacts based on project type and using automobile VMT as the metric. As identified in Section 15064.3(b)(4) of the CEQA Guidelines, a lead agency has the discretion to choose the most appropriate methodology to evaluate a project’s VMT. As previously identified, the City of Perris adopted its guidelines for conducting VMT analysis in June 2020. Beginning July 1, 2020, the provisions of CEQA Guidelines Section 15064.3 apply statewide. Pursuant to SB 743 and PRC Section 21099, the requirement for analyzing congestion impacts for CEQA purposes was eliminated in December 2018. Therefore, an analysis of congestion impacts, including analysis of impacts related to the LOS of the circulation system is not provided in this EIR.

### **CEQA Guidelines Section 15064.3**

As discussed above, recent changes to the CEQA Guidelines include the adoption of Section 15064.3, Determining the Significance of Transportation Impacts. CEQA Guidelines Section 15064.3 establishes VMT as the most appropriate measure of transportation impacts.

Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The OPR Technical Advisory on Evaluating Transportation Impacts in CEQA (State of California, December 2018) [OPR Technical Advisory] provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

A lead agency has discretion to choose the most appropriate methodology to evaluate VMT, including whether to express the change in absolute terms, per capita, per household, or in any other measure. A lead agency may also use models to estimate VMT and may revise those estimates to reflect professional judgment based on substantial evidence.

## **Regional**

### **Connect SoCal**

As further discussed in Section 4.10, Land Use and Planning, of this EIR, the Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code, Section 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments, a Regional Transportation Planning Agency, and a Metropolitan Planning Organization. The Project site is within SCAG's regional authority.

In compliance with SB 375, on September 3, 2020, SCAG's Regional Council adopted Connect SoCal - the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. Connect SoCal builds on the continued efforts of the previous Regional Transportation Plan/Sustainable Communities Strategy plans to integrate transportation and land uses strategies to increase mobility options and achieve more sustainable growth patterns for development in the SCAG region through horizon year 2045, while meeting GHG reduction targets set by CARB. Connect SoCal contains socioeconomic projections that are used as the basis for SCAG's transportation planning and various county services.

The Connect SoCal “Core Vision” prioritizes the maintenance and management of the region's transportation network; expanding mobility choices by co-locating housing, jobs, and transit; and increasing investment in transit and complete streets. Strategies to achieve the “Core Vision” include, but are not limited to: Smart Cities and Job Centers, Housing Supportive Infrastructure, Go Zones, and Shared Mobility. Connect SoCal is intended to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions' overall quality of life. These benefits include, but are not

limited to, a five-percent reduction in VMT per capita, a nine-percent reduction in vehicle hours traveled, and a two-percent increase in work-related transit trips.

In April 2018, SCAG published *Industrial Warehousing in the SCAG Region*. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region's freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local streets, state highways and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet of warehouse building space, and undeveloped land that could accommodate an additional 338 million square feet of new warehouse building space. These regions attract robust logistics activities and are a major reason why the region is a critical mode in the global supply chain. (SCAG 2018).

### ***County of Riverside Congestion Management Program***

Within the SCAG region, there are five Congestion Management Agencies that have the responsibility of preparing the Congestion Management Program (CMP) for their respective county. In its role as Riverside County's Congestion Management Agency, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the County's CMP to focus on meeting federal Congestion Management System guidelines.

The intent of the CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation. RCTC adopted the current CMP in December 2011. None of the study area intersections are identified as CMP facilities in the County of Riverside CMP. However, RCTC monitors the CMP roadway network system to minimize LOS deficiencies. RCTC does not require traffic impact analyses for development proposals.

## **Local**

### ***City of Perris General Plan***

The purpose of the Circulation Element of the City of Perris General Plan is to provide for a safe, convenient and efficient transportation system for the City. In order to meet this objective, the Circulation Element has been designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region. The Circulation, Conservation, and Open Space elements of the City of Perris General Plan identify goals and policies related to vehicular and non-vehicular transportation and circulation. The goals and policies applicable to the

proposed Project and a discussion of the Project's consistency is provided under the discussion of Threshold TR-1, below.

### **Local and Regional Funding Mechanisms**

Transportation improvements throughout Riverside County, including the City of Perris, are funded through a combination of direct project mitigation, fair share contributions, or through local and regional transportation mitigation fee programs. The proposed Project is subject to two major sources of off-site roadway improvement fees: the Transportation Uniform Mitigation Fee (TUMF) and the City of Perris Development Impact Fee (DIF). The Proposed Project would be required to pay into DIF and TUMF which will off-set the Project's contribution to area-wide traffic impacts. Additionally, the Project is located within the North Perris Road and Bridge Benefit District, a transportation improvement funding district established by the City of Perris in 2008 to ensure timely impact mitigation with significant local control.

Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors. Applicable programs are summarized below based on information presented in the Project-specific Traffic Impact Analysis.

#### ***Transportation Uniform Mitigation Fee (TUMF) Program***

The Western Riverside Council of Governments (WRCOG) has developed a Transportation Unified Mitigation Fee (TUMF) Program for Western Riverside County to provide funding for transportation infrastructure and improvements that will be necessary to address congestion and traveler safety. Given the significant funding shortfall anticipated from federal, State, regional, and local funding sources for transportation improvements over the next several years, the TUMF Program is intended to "make whole" the funding gap so that improvements can be accommodated.

A Regional System of Highways and Arterials was identified for TUMF funding based on several transportation network and performance guidelines, including: arterial highway facilities proposed to have a minimum of four lanes at ultimate buildout (not including freeways), facilities that serve multiple jurisdictions and/or provide connectivity between communities both within and adjoining Western Riverside County, facilities with forecast traffic volumes in excess of 20,000 vehicles per day by 2025, facilities with forecast volume to capacity ratio of 0.82 (LOS E) or greater in 2025, facilities that accommodate regional fixed route transit services, and facilities that provide direct access to major commercial, industrial, institutional, recreational or tourist activity centers, and multi-modal transportation facilities (such as airports, railway terminals and transit centers).

Based on the criteria described above the following roadways within the City of Perris have been identified on the regional system of highways and arterials: Oleander, Ramona, Placentia, Evans, Nuevo, Ellis, SR 74, Ethanac and Goetz.

***North Perris Road and Bridge Benefit District***

The North Perris Road and Bridge Benefit District (NPRBBD) was established pursuant to Section 66484 of the California Government Code and is comprised of approximately 3,500 acres of land located in the northern portion of the City of Perris. The ultimate development of this area will significantly increase traffic volumes and have a substantial impact on area circulation. Additional thoroughfares and bridges are necessary to meet the projected transportation and traffic needs resulting from the anticipated development.

The purpose of the NPRBBD is to streamline the financing of specific regional road and bridge improvements determined to provide benefit to the developing properties within the boundaries of the District. The road and bridge improvement fee for the NPRBBD is a one-time fee paid to the City prior to recordation of a final tract or parcel map, or prior to the issuance of a building permit. The payment of the NPRBBD fee is not intended to relieve the subdivider, developer or an applicant for a building permit from the requirements imposed under other provisions or Ordinances of the City of Perris to dedicate and improve roads as a condition of approval of a tentative map or building permit.

The selected facilities are needed to provide acceptable levels of service in conjunction with the planned development of the area. Eligible facilities are those which will provide a regional benefit and are shown on the Circulation Element of the Comprehensive General Plan of the City of Perris.

The NPRBBD is consistent with the boundary of the PVCCSP. As such, the Project would be subject to the NPRBBD. In addition, the NPRBBD includes additional improvements to supplement the TUMF and City of Perris DIF program network (discussed below). NPRBBD fees are inclusive of TUMF and DIF.

***City of Perris Development Impact Fee (DIF) Program***

In 1991 the City of Perris created a DIF program to provide a funding source to construct the police, fire, community amenities, government facilities and roadway infrastructure necessary to mitigate the impacts of the growth expected in the City of Perris from new residential, commercial and industrial development. This DIF program has been successfully implemented by the City since 1991 and was updated in 2014. The City updated the DIF program to add new roadway segments and intersections necessary to accommodate future growth and to ensure that the identified street improvements would operate at or above the City's LOS performance threshold. The City's DIF program includes facilities that are not part of, or which may exceed improvements identified and covered by the TUMF program. As a result, the pairing of the regional and local fee programs provides a more comprehensive funding and implementation plan to ensure an adequate and interconnected transportation system. Under the City's DIF program, the City may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

Similar to the TUMF Program, after the City's DIF fees are collected through the NPRBBD, they are placed in a separate interest-bearing account pursuant to the requirements of Government Code section 66000 et seq. The timing to use the DIF fees is established through periodic capital improvement programs, which are overseen by the City's Public Works Department. Periodic traffic counts, review of traffic accidents, and a review of traffic trends throughout the City are also periodically performed by City staff and consultants. The City uses this data to determine the timing of the improvements listed in its facilities list. The City also uses this data to ensure that the improvements listed on the facilities list are constructed before the LOS falls below the LOS performance standards adopted by the City. In this way, the improvements are constructed before the LOS falls below the City's LOS performance thresholds. The City's DIF program establishes a timeline to fund, design, and build the improvements.

The City has an established, proven track record with respect to implementing the City's DIF Program. Many of the intersections included in the Project-specific Traffic Analysis are at various stages of widening and improvement based on the City's collection of DIF fees. Under DIF program, as a result of the City's continual monitoring of the local circulation system, the City insures that DIF improvements are constructed prior to when the LOS would otherwise fall below the City's established performance criteria.

### ***Fair Share Contribution***

Project improvements may include a combination of fee payments to established programs, payment of a fair share contribution toward future improvements, or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program, where appropriate (to be determined at the City's discretion). When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or to require the development to construct improvements.

#### **4.12.1.2 Existing Conditions**

##### **Existing Roadway System**

Figure 4.12-1, Existing Lane Geometry and Intersection Traffic Controls, identifies the lane geometry and intersection traffic controls for existing conditions based on a field survey of the study area. Regional access to the City of Perris is provided by the Interstate 215 (I-215) Freeway located approximately 1.75 miles west of the Project Site. Key roadways providing local circulation include Redlands Avenue, Wilson Avenue, Rider Street, and Placentia Avenue.

Figure 4.12-2, General Plan Circulation Element, shows the City of Perris General Plan Circulation Element roadway classifications map. This figure shows the nature and extent of arterial and collector highways that are needed to adequately serve the ultimate development depicted by the

Land Use Element of the General Plan. The City of Perris standard roadway cross-sections are illustrated in Figure 4.12-3, General Plan Roadway Cross-Sections.

### ***Truck Routes***

Existing truck routes in the Project vicinity are shown in Figure 4.12-4, General Plan Truck Routes. There are currently designated truck routes along Redlands Avenue north of Rider Street.

### ***Transit Service***

As shown in Figure 4.12-5, Existing Transit Routes, shows existing public transit facilities and routes in the Project vicinity. The study area is currently not served by the Riverside Transit Agency (RTA) bus service near the Project site. Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

### ***Bicycle and Pedestrian Facilities***

In an effort to promote alternative modes of transportation, the City of Perris General Plan Circulation Element identifies trails and bicycle facilities. The City of Perris Active Transportation Plan bikeways are illustrated in Figure 4.12-6, General Plan Bikeway Systems. There are currently no existing bicycle lanes along Wilson Avenue adjacent to the Project Site.

Existing pedestrian facilities in the Project vicinity are shown in Figure 4.12-7, Existing Pedestrian Facilities. Sidewalks are not currently provided on Wilson Avenue or Placentia Avenue along the Project site frontage.

## **4.12.2 Thresholds of Significance**

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

- **Threshold TR-1:** Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- **Threshold TR-2:** Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- **Threshold TR-3:** Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- **Threshold TR-4:** Result in inadequate emergency access.

## **4.12.3 Regulatory Requirements**

**RR TR-1** A construction work site traffic control plan shall comply with State standards set forth in the California Manual of Uniform Traffic Control Devices and shall be submitted to the City for review and approval prior to the issuance of a grading permit

or start of construction. The plan shall identify any roadway, sidewalk, bike route, or bus stop closures and detours as well as haul routes and hours of operation. All construction related trips shall be restricted to off-peak hours to the extent possible.

- RR TR-2** All on-site and off-site roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project shall be constructed in accordance with applicable State/Federal engineering standards to the satisfaction of the City of Perris.
- RR TR-3** Site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Perris.
- RR TR-4** Adequate emergency vehicle access shall be provided to the satisfaction of the Riverside County Fire Authority.
- RR TR-5** The final grading, landscaping, and street improvement plans shall demonstrate that sight distance requirements are met in accordance with applicable City of Perris/California Department of Transportation sight distance standards.

#### **4.12.4 Environmental Impacts**

##### **Applicable PVCCSP Standards and Guidelines and Mitigation Measures**

The PVCCSP includes Standards and Guidelines relevant to transportation and circulation. These Standards and Guidelines (summarized below) are incorporated as part of the Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections (City of Perris 2022).

##### ***4.0 On-Site Design Standards and Guidelines***

In order to ensure the orderly, consistent, and sensible development of the PVCCSP, land use standards and design criteria were created, those relevant to the Project with regard to transportation are provided below.

##### **On-Site Standards and Guidelines**

##### **4.2.2.2 Vehicular Access and On-Site Circulation**

- Site design should address the intended functions of the facility beginning with safe, definable site access that creates a sense of arrival.
- **Establish Truck Routes.** Truck routes are required for trucks having a maximum gross weight of 5 tons. These routes (Figure 3.0-3 in the PVCCSP) should avoid conflicts with established communities and be separated from passenger vehicles where possible.

- **Minimize Vehicular Conflict.** Site access should promote safety, efficiency, convenience, and minimize conflict between employee/customer vehicles and large trucks by creating separate access points when possible as shown in Figure 4.0-2 in the PVCCSP.
- **Access Points Easily Identifiable.** Entry drives should be easily identifiable through the use of enhanced landscaping and special pavements (accent colors, textures, and patterns). Landscaped medians should be provided on major project entrances as shown on Figure 4.0-3 in the PVCCSP. Signage should also be used to identify customer and service entrances. Driveways used exclusively for deliveries or loading activities are excluded.
- **Shared Access.** The City encourages shared driveway access whenever possible. Reciprocal ingress/egress access easements shall be provided for circulation and parking to facilitate ease of vehicular movement between properties and to limit the number of vehicular access points to adjoining streets.
- **Emergency Vehicle Access.** Design of primary drive aisles must allow for emergency vehicle access. Typically, this requirement is a minimum of 20 feet. However, applicants are encouraged to check with the City's Fire Marshall.
- **Visual Link to Building and Entry.** A well designed entry should offer a visual link to the building and entry through the use of business signs, paving, and landscaping.
- **Primary Entry Drive/Location of Building.** The primary entry drive should be oriented toward the main entrance of the building as shown in Figure 4.0-4 in the PVCCSP.
- **Entry Median.** A landscaped center median shall be provided at the primary entrance for sites requiring 100 or more parking spaces.
- **Landscape Parkways/Sides of Entry.** Landscaped parkways shall border both sides of all entry drives to create a sense of arrival.
- **Dual Axle Entrances.** Entrances used primarily or solely by dual axle vehicles shall provide a minimum 50-foot radius curb returns.
- **Avoid Back-up onto Public Streets.** To avoid back-up onto public streets, entry drive approaches shall avoid conflict points such as parking stalls, internal drive aisles, or pedestrian crossings. Final determination of the driveway approach length shall be determined by the Planning Manager and the City Engineer after consideration of the project site design.
- **Minimize Interactions.** Minimize interactions between trucks, cars and pedestrians by having separate circulation. The placement of loading areas and dock facilities should minimize the interaction between trucks and visitor/customer automobiles. Access to loading and delivery areas should be separated from parking areas to the greatest extent feasible.
- **Consideration of Large Truck Maneuverability.** The design and location of loading facilities should take into consideration the specific dimensions required for the

maneuvering of large trucks and trailers into and out of loading positions at docks or in stalls and driveways.

#### **4.2.2.3 Pedestrian Access and On-Site Circulation**

- **Avoid Conflicts Between Pedestrian and Vehicular Circulation.** Provide a system of pedestrian walkways that avoids conflicts with vehicle circulation through the utilization of separated pathways for direct pedestrian access from public rights-of-way and parking areas to building entries and throughout the site with internal pedestrian linkages as shown in Figure 4.0-5 in the PVCCSP.
- **Primary Walkway.** Primary walkways should be 5 feet wide at a minimum and conform to [Americans with Disabilities Act (ADA)]/Title 24 standards for surfacing, slope, and other requirements.
- **Pedestrian Linkages to Public Realm.** A minimum five-foot wide sidewalk or pathway, at or near the primary drive aisle, should be provided as a connecting pedestrian link from the public street to the building(s), as well as to systems of mass transit, and other on-site building(s).

#### **4.2.2.4 Parking and Loading**

- Refer to Chapter 19.69 of the City of Perris Zoning Ordinance for parking and loading standards.
- **Bicycle Racks.** Facilities with 200 or more required parking spaces shall provide a bicycle parking area to accommodate no less than 5 locking bicycles. Facilities with 500 or more required parking spaces shall provide bicycle parking to accommodate no less than 15 locking bicycles. Bicycle parking shall be located near main entrances of buildings, adjacent to landscape areas.
- **ADA Compliant Parking.** All parking lots and parking areas shall be ADA compliant.

### ***5.0 Off-Site Design Standards and Guidelines***

#### **Off-Site Vehicular Circulation**

##### **5.2.1 Roadway Standards and Guidelines**

The Perris Valley Commerce Center Circulation Plan establishes the general alignments and right-of-way sections to safely meet the transportation needs of its residents, businesses, and visitors. The improvements required for development of individual projects along segments of roadways identified on the Circulation Plan will be confirmed at the development stage.

- **Roadway Design Requirements.** All intersection spacing and/or access openings shall be in compliance with Table 5.0-1 (in the PVCCSP), or as otherwise approved by the City Engineer.
- **Cross-Sections.** All Specific Plan roads shall be constructed per the standard cross-sections shown in Figure 5.0-1 (in the PVCCSP).

- **Lane Requirements/Expanded Intersections.** All Specific Plan roads shall be constructed per the lane requirements outlined in Table 5.0-2 (in the PVCCSP) and provide expanded intersections as depicted in Figures 5.0-2a to Figure 5.0-2d (in the PVCCSP). Any roadway with classification of a Secondary Arterial and greater that intersects with an Expressway, Arterial, Secondary Arterial or Collector, shall provide additional turn lanes as outlined in Table 5.0-2 (in the PVCCSP).
- **Intersection Sight Distance.** Intersections, including driveways, shall comply with required site distance as shown in Figure 5.0-3 (in the PVCCSP).
- **Traffic Signal Interconnect.** Each project will be required to install signal interconnect conduit and pull boxes on project frontage located along roadways designated as Secondary Arterials or greater. Pull boxes shall be spaced a minimum of 500 feet apart. All conduit shall be 2-inch galvanized steel conduit. All conduits placed under paving shall be installed without open cutting. All pull boxes shall be No. 5. Pull Boxes in the unimproved areas that are not protected by curb and gutter shall be traffic bearing type.
- **No Textured Pavement Within City Right-of-Way.** No textured pavement accents will be permitted within the City maintained rights-of-way, unless part of a gateway, mid-block crossing of [Metropolitan Water District] Trail or otherwise approved by the City Engineer.

### **5.2.2 Truck Route Standards and Guidelines**

Special design considerations shall be given to roadways designated as truck routes. These special considerations should include, but are not limited to the following:

- **Establish Truck Routes.** Routes in which large trucks will travel will be established in order to avoid conflicts with established residential communities and to improve the flow of traffic through the City. Refer to Figure 3.0-3 (in the PVCCSP) for City established truck routes.
- **Interim Truck Routes.** Ramona Expressway and Perris Boulevard are designated truck routes. However, the City will encourage truck traffic to use Indian Avenue, Redlands Avenue, and Harley Knox Boulevard in lieu of Ramona Expressway and Perris Boulevard. It is anticipated that the truck route designation will be lifted from Ramona Expressway and Perris Boulevard as these other routes become established.<sup>1</sup>
- **Large Turning Radius.** A 35-foot turning radius shall be provided at intersections along truck route. A minimum 40-foot turning radius shall be required for driveways with 50 feet being the preferred driveway turning radius.
- **Concrete Intersections and Approaches.** All major intersections and approaches shall be paved with concrete for a minimum distance of 150 feet on either side of the centerline.

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<sup>1</sup> Ramona Expressway is no longer a designated truck route in the PVCCSP.

- **Increased Stacking.** Typical stacking distance at turn pockets is 200 feet. Increased stacking distance in turn pockets along the truck routes shall be provided as deemed necessary by the City and City Engineer.
- **Acceleration/Deceleration Lanes.** Acceleration, deceleration, as well as right-turn lanes may be required to prevent traffic congestion at truck entrances and exits.
- **Mitigation Measures.** Each development project shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in the subsequent traffic studies for each individual project, or as otherwise interpreted by the City Engineer.

## **8.0 Industrial Design Standards and Guidelines**

### **On-Site Standards and Guidelines**

Refer to Table 4.0-1 of the PVCCSP for development standards and guidelines with the following exceptions and/or additions:

- 8.2.1.2 Vehicular Access and On-Site Circulation
  - **Driveway.** Truck driveways should be separated from passenger traffic to the greatest extent possible and provide for 50-foot turning radii.
  - **Interior Drive Aisles for Trucks.** Truck drive aisles shall be a minimum of 40-feet wide.
- 8.2.1.3 Parking and Loading
  - **Parking.** Refer to City of Perris Zoning Ordinance, Chapter 19.69.

The PVCCSP EIR includes mitigation measures relevant to the analysis of potential transportation impacts. These are restated below, incorporated as part of the 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 Project. It should be noted that although no longer required for purposes of CEQA, PVCCSP EIR mitigation measure MM Trans 7 requires project-level traffic impact studies to be prepared for individual development projects in the PVCCSP planning area. The City of Perris continues to require the Project-level traffic analysis to inform the development of conditions of approval for individual projects implementing the PVCCSP. This requirement has been met through the preparation of the Project-specific Traffic Impact Analysis included in Appendix L of this EIR.

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

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

## Project Design Features

As required by PVCCSP EIR mitigation measure MM Trans 1, the site-adjacent roadway and access improvements as well as the truck access recommendations for each driveway that were recommended in the Traffic Impact Analysis have been incorporated into the Project.

### **Site Access Improvements**

The Proposed Project 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):
  - 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

Additionally, as required by PVCCSP EIR mitigation measure MM Trans 8, required improvements shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD.

## Methodology

The analysis in this section is based on the Traffic Impact Analysis. The methodology used within this study to quantify trip generation and Project-generated VMT is consistent with the requirements of SB 743 and the City of Perris TIA Guidelines.

**Trip Generation**

Trip generation represents the amount of traffic that is attracted to and produced by a development and is based upon the specific land uses planned for a given project. Trip generation rates for the Project are shown in Table 4.12-1, Project Trip Generation, shows the project trip generation based upon rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021).

For purposes of this analysis, High-Cube Fulfillment Center Warehouse, ITE land use code 155 (High-Cube Fulfillment Center No-Sort), was determined to adequately represent the proposed use and were selected for calculation of the project trip generation forecast. The number of trips generated is determined by multiplying the trip generation rates and directional distributions by the land use quantity.

As shown in Table 4.12-1, Project Trip Generation, the proposed Project is forecast to generate approximately 1,047 daily vehicle trips, including 85 vehicle trips during the AM peak hour and 95 vehicle trips during the PM peak hour.

**Truck Trips**

The Project trip generation was also calculated in terms of Passenger Car Equivalent (PCE) trips. The percentage of truck trips was obtained from the ITE Trip Generation Manual Supplement (11th Edition, 2021). The truck mix by axle type was determined based on South Coast Air Quality Management District (AQMD) recommendations for high-cube warehousing facilities with cold-storage. Truck trips were converted to PCE trips based on the following factors: 1.5 for 2-axle trucks, 2.0 for 3-axle trips, and 3.0 for trucks with four or more axles.

As also shown in Table 4.12-1, this equates to 1,252 daily PCE trips, including 101 PCE trips during the AM peak hour and 107 PCE trips during the PM peak hour.

**Table 4.12-1. Project Trip Generation**  
**Trip Generation Rates Per TSF<sup>1</sup>**

Vehicle Type	Source <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily Rate
		In	Out	Rate	In	Out	Rate	
All Vehicles	ITE 155	81%	19%	0.150	39%	61%	0.160	1.810
Trucks Only	ITE 155							
Passenger Cars (86.7% AM, 93.8% PM, 7.3% Daily)		0.105	0.025	0.130	0.059	0.092	0.151	1.580
Truck (13.3% AM, 6.3% PM, 12.7% Daily):		0.010	0.010	0.020	0.005	0.005	0.010	0.230
Truck Mix:	AQMD							
2-Axle Trucks (16.7%):		0.002	0.002	0.004	0.001	0.001	0.002	0.038
3-Axle Trucks (20.7%):		0.002	0.002	0.004	0.001	0.001	0.002	0.048
4+-Axle Trucks (62.6%):		0.006	0.006	0.012	0.003	0.003	0.006	0.144

**Vehicle Trips Generated**

Vehicle Type	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Passenger Car	61	14	75	34	53	87	914
Trucks							
2-Axle Trucks	1	1	2	1	1	2	22
3-Axle Trucks	1	1	2	1	1	2	28
4+-Axle Trucks	3	3	6	2	2	4	83
Subtotal	5	5	10	4	4	8	133
<b>Total Vehicle Trips Generated</b>	<b>66</b>	<b>19</b>	<b>85</b>	<b>38</b>	<b>57</b>	<b>95</b>	<b>1,047</b>

**PCE Trips<sup>3</sup> Generated**

Vehicle Type	PCE Factor <sup>4</sup>	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Passenger Car	1.0	61	14	75	34	53	87	914
Trucks								
2-Axle Trucks	1.5	2	2	4	2	2	4	33
3-Axle Trucks	2.0	2	2	4	2	2	4	56
4+-Axle Trucks	3.0	9	9	18	6	6	12	249
<b>Total PCE Trips Generated</b>		<b>74</b>	<b>27</b>	<b>101</b>	<b>44</b>	<b>63</b>	<b>107</b>	<b>1,252</b>

Source: Appendix L.

**Notes:**

<sup>1</sup> TSF = thousand square feet

<sup>2</sup> ITE= Institute of Transportation Engineers Trip Generation Manual (11th Edition, 2021); ### = ITE Land Use Code. AQMD = South Coast Air Quality Management District recommendations for non-cold storage high-cube warehouse used for truck mix.

<sup>3</sup> PCE = Passenger Car Equivalent

<sup>4</sup> Source: = County of Riverside Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled (December 2020).

### **Trip Distribution and Assignment**

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that would be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered in order to identify the route where the Project traffic would distribute. The Project trip distribution was developed based on anticipated travel patterns to and from the Project Site for both passenger cars and truck traffic. The trip distribution patterns are illustrated on Figure 4.12-8, Project Trip Distribution – Passenger Car, Figure 4.12-9, Project Outbound Trip Distribution (Trucks) Trip Distribution, and Figure 4.12-10, Project Inbound Trip Distribution (Truck).

The Project trip distribution patterns were developed using engineering judgment in consultation with City of Perris staff and are based on review of existing volume data, surrounding land uses, designated truck routes, and the local and regional roadway facilities in the Project vicinity.

The assignment of traffic from the Project to the adjoining roadway system is based on Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Project AM and PM peak hour intersection turning movement volumes expected from the Project are depicted on Figure 4.12-11, Project AM Peak Hour Intersection Turning Movement Volumes, and Figure 4.12-12, Project PM Peak Hour Intersection Turning Movement Volumes, respectively.

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

#### **4.12.4.1 Threshold TR-1: Circulation System Performance**

### **Impact Analysis**

#### ***Regional***

##### **Connect SoCal**

Connect SoCal 2020 is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Table 4.10-2, Connect SoCal Policy Consistency Analysis, addresses the Project's consistency with Connect SoCal. As demonstrated through this analysis, implementation of the Project would be consistent with the goals and policies of SCAG's regional planning program, including the goals related to vehicular and non-vehicular circulation, and good movement.

**Fair Share Contribution**

Project mitigation may include a combination of fee payments to established programs (e.g., TUMF, and/or DIF), construction of specific improvements, payment of a fair share contribution toward future improvements, or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program, where appropriate (to be determined at the City's discretion). When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and the arterial expansions keep pace with the projected population increases. The Project Proponent would be required to pay applicable development impact fees in effect at the time of building permit issuance.

***City of Perris*****City of Perris General Plan**

As presented in Section 4.10 of this EIR, the Project does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect, including policies outlined in the City's General Plan. Table 4.12-2, City of Perris General Plan Consistency Analysis, restates the consistency analysis for the General Plan goals and policies that address the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

**Table 4.12-2. City of Perris General Plan Consistency Analysis**

General Plan Goal	Consistency Analysis
<b>Circulation Element</b>	
<p>Goal I. A comprehensive transportation system that will serve projected future travel demand, minimize congestion, achieve the shortest feasible travel times and distances, and address future growth and development in the City.</p>	<p><b>No Conflict.</b> As described in Chapter 2, Project Description, of this EIR, the Project would include street improvements. Specifically, 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) would be improved. Traffic-control improvements would also be implemented as part of the Project. These improvements would also provide a circulation benefit to other development in the area.</p>
<p>Policy I.A. Design and develop the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the designated Transportation System, Exhibit 4.2, Future Roadway Network (refer to City of Perris General Plan).</p>	<p><b>No Conflict.</b> The Traffic Impact Analysis prepared for the Project (included in Appendix L of this EIR) was used to determine the improvements that are required to be constructed to maintain the required levels of service and to implement the PVCCSP's Circulation Plan, consistent with the City's General Plan for the Future Roadway Network. The Project incorporates the improvements recommended by the traffic analysis (refer to the project design features) and would construct the PVCCSP roadways that are adjacent to the building sites, as required.</p>
<p>Goal II. A well planned, designed, constructed, and maintained street and highway system that facilitates the movement of vehicles and provides safe and convenient access to surrounding developments.</p>	<p><b>No Conflict.</b> In addition to the construction of roadway improvements as required by the PVCCSP, the Project Proponent would pay applicable traffic mitigation fees (e.g., NPRBBD fees (refer to PVCCSP EIR mitigation measure MM Trans 3), which include the TUMF and City of Perris DIF, or fair share payments, that would fund additional traffic improvements to General Plan roadways in the Project area and would go toward the maintaining roadway infrastructure in the Project area.</p>
<p>Policy II.B. Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.</p>	<p><b>No Conflict.</b> The Project maintains the existing roadway network and provides roadway improvements based on the demand determined by the traffic analysis prepared for the Project.</p>
<p>Goal III. To financially support a transportation system that is adequately maintained.</p>	<p><b>No Conflict.</b> Refer to the consistency analysis for Circulation Goals I and II, and associated policies, above.</p>
<p>Policy III.A. Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.</p>	<p><b>No Conflict.</b> The Project incorporates a transportation system that builds upon the existing roadways and provides roadway improvements in the area to support existing development and the Project. In addition, the Project Proponent would either fund or construct portions of the transportation system beyond the immediate Project area that would also serve future development.</p>
<p>Goal IV. Safe and convenient pedestrian access and non-motorized facilities between residential neighborhoods, parks, open space, and schools that service those neighborhoods.</p>	<p><b>No Conflict.</b> As required by the PVCCSP, the Project would include sidewalks as part of the roadway improvements constructed adjacent to the Project Site. These sidewalks would help to complete pedestrian pathways along roadways that currently do not have sidewalks or curbs and gutters.</p>

**Table 4.12-2. City of Perris General Plan Consistency Analysis**

General Plan Goal	Consistency Analysis
Goal V. Efficient goods movement.	<b>No Conflict.</b> The Project involves the development of a concrete tilt up warehouse building. 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 PVCCSP- and General Plan-designated truck routes.
Policy V.A. Provide for safe movement of goods along the street and highway system.	<b>No Conflict.</b> All roadway construction and improvements would be completed according to the standards and requirements set forth by the City of Perris and in coordination with the City Engineer to ensure that roadways are safe and efficient.
Goal VII. A transportation system that maintains a high level of environmental quality.	<b>No Conflict.</b> The Project includes roadway improvements required by the PVCCSP and the Project Proponent would pay traffic fees and fair share fees for roadway improvements to improve the flow of traffic in the Project site by limiting delay times at intersections and improving the overall flow of traffic.
Policy VII.A. Implement the Transportation System in a manner consistent with Federal, State, and local environmental quality standards and regulations.	<b>No Conflict.</b> This EIR has been prepared in accordance with the CEQA Guidelines. Further, a Traffic Impact Analysis has been prepared for the Project in accordance with the guidance provided by the City of Perris, the County of Riverside, and Caltrans. Through the required public review of the EIR, local, State, and federal agencies can comment on the Project and its consistency with the applicable standards and regulations. By considering the comments of these agencies in the EIR and throughout the development process, the Project would maintain consistency.
Goal VIII. Enhanced traffic flow, reduced travel delay, reduced reliance on single-occupant vehicles, and improved safety along the City and State roadway system.	<b>No Conflict.</b> The Project design incorporates improvements to site-adjacent local roadways based on the projection of future traffic resulting from the Project. These improvements—as well as the required payment of fees to provide funding for any necessary improvements to local roadways—would ensure that traffic delays are minimized, and safety is increased.

**Perris Valley Commerce Center Specific Plan**

As identified previously, the PVCCSP includes various Design Standards and Guidelines for the provision of on- site and off-roadway improvements, vehicular and non-vehicular circulation, and site access. As discussed through the analysis presented in this section, the Project would be developed in accordance with the PVCCSP Standard and Guidelines.

In summary, the Project would not conflict with regional or local programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. This impact is less than significant.

### **Significance of Impact**

Less Than Significant Impact.

### **Mitigation Measures**

No mitigation measures are required.

#### **4.12.4.2 Threshold TR-2: Induction of Substantial Vehicle Miles Traveled**

##### **Impact Analysis**

As previously discussed, SB 743, approved in 2013, changes the way transportation impacts are determined according to CEQA. Updates to the CEQA Guidelines approved in December 2018 included the addition of CEQA Guidelines Section 15064.3, of which Subdivision b establishes criteria for evaluating a project's transportation impacts based on project type and using automobile VMT as the metric. As a component of OPR's revisions to the CEQA Guidelines, lead agencies are required to adopt VMT thresholds of significance by July 1, 2020.

The Project VMT impact has been assessed in accordance with guidance from the City of Perris Transportation Impact Analysis Guidelines for CEQA (May 12, 2020) [City VMT Guidelines]. The transportation guidelines provide a framework for "screening thresholds" for certain projects that are expected to cause a less than significant impact without conducting a detailed VMT study.

The City VMT Guidelines include VMT thresholds that were recently reviewed and adopted by City Council on May 12, 2020. All discretionary land use projects subject to CEQA must evaluate transportation impacts related to VMT as part of the environmental review process. The first step in evaluating a land use project's VMT impact is to perform an initial screening assessment utilizing the City of Perris VMT Scoping Form for Land Use Projects (hereinafter referred to as VMT Scoping Form). The VMT Scoping Form provides an easy to use tool for streamlining the VMT analysis process. Screening criteria can be used to determine whether a project would be expected to cause a less than significant impact without having to conduct a detailed study. The screening criteria adopted by the City of Perris are based on the recommendations from OPR and WRCOG for setting screening thresholds for land use projects and include:

- A. Is the project 100% affordable housing?
- B. Is the project within one-half mile of qualifying transit?
- C. Is the project a local serving land use?
- D. Is the project in a low VMT area?
- E. Are the project's net daily trips less than 500 ADT?

The Project requirements for evaluation of transportation impacts under CEQA was assessed using this Scoping Form for Land Use Projects as appended to the City of Perris TIA Guidelines and included in Appendix B of the Traffic Impact Analysis.

### ***Affordable Housing***

The City VMT Guidelines state, if a project consists of 100% affordable housing, then the presumption can be made that it will have a less than significant impact on VMT. The Project does not include any residential uses. Therefore, the Affordable Housing screening criteria is not met.

### ***High Quality Transit Areas Screening***

Consistent with guidance identified in the City VMT Guidelines, projects located within a Transit Priority Area (i.e., within ½ mile of an existing “major transit stop” or an existing stop along a “high-quality transit corridor”) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate or high-income residential units.

Based on the WRCOG Screening Tool, the Project Site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. Therefore, the High-Quality Transit Areas screening criteria is not met.

### ***Local Serving Land Use***

As identified in the City VMT Guidelines, local serving land uses provide more opportunities for residents and employees to shop, dine, and obtain services closer to home and work. Local serving uses can also include community resources that may otherwise be located outside of the city or local area. By improving destination proximity, local serving uses lead to shortened trip lengths and reduced VMT. The City VMT Guidelines provides a list of applicable local serving retail categories below 50,000 square feet. The Project does not include any local serving land uses; therefore, this criterion is not met.

### ***Low VMT Area Screening***

The City VMT Guidelines states, “Projects that locate in areas with low VMT, and that incorporate similar features (i.e., land use type, access to the circulation network, etc.), will tend to exhibit similarly low VMT.” It is our understanding that the City of Perris utilizes its own VMT scoping

form to identify areas of low VMT. The scoping form uses the sub-regional Riverside County Transportation Analysis Model (RIVTAM) to measure VMT performance within individual traffic analysis zones (TAZ's) within the Western Riverside Councils of Governments (WRCOG) region. The Project's physical location based on the WRCOG web-based screening tool is used to determine the TAZ in which the Project resides. The TAZ identification number is then selected within the scoping form. Finally, the VMT generated by the existing TAZ as compared to the City's impact threshold of "VMT per employee that is less than or equal to the Citywide average." The TAZ containing the proposed Project site was selected and the scoping form identified VMT per employee. The Project Site is located within a TAZ that generates 9.95 VMT per employee which is below the City average VMT per employee of 11.62. No additional VMT modeling or mitigation measures are required. Therefore, the Project Site resides within a low VMT generating zone and this criterion is met.

### ***Net Daily Trips Less than 500 ADT***

The City VMT Guidelines identify projects that generate less than 500 average daily trips (ADT) would not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. As shown above, the Project is anticipated to generate approximately 1,047 daily vehicle trip-ends per day. Therefore, the Project would generate daily vehicle trips exceeding the 500 daily vehicle trip threshold and this criterion is not met.

Based on a more detailed review of the applicable VMT screening methods, it is determined that the Project is presumed to have a less than significant impact on VMT since it satisfies one or more of the VMT screening criteria established by the City of Perris (the Project Site is within a low VMT area).

As documented in the VMT Scoping Form, the proposed Project satisfies the low VMT area screening criteria:

Therefore, the proposed Project is presumed to have a less than significant impact on VMT since it satisfies one or more of the VMT screening criteria established by the City of Perris (the project site is in a low VMT area). The Project is located in a TAZ that generates 9.95 VMT per employee which is below the City average VMT per employee of 11.62. No additional VMT modeling or mitigation measures are required.

### **Significance of Impact**

Less Than Significant Impact.

## Mitigation Measures

No mitigation measures are required.

### 4.12.4.3 Threshold TR-3: Hazardous Design Features

#### Impact Analysis

##### *Construction-related Hazards*

As described in Section 2.7, Project Construction and Site Preparation, of this EIR, the Project would be constructed in one phase with project construction anticipated to start no sooner than Spring 2025 with a duration of 12 months.

During the Project's construction phase, traffic to and from the Project Site would be generated by activities such as construction employee trips, the use and delivery of heavy equipment, and the overlap of construction-related activities. Vehicular traffic associated with construction employees would be substantially less than daily and peak hour traffic volumes generated during Project operational activities because construction activities typically begin and end outside of the peak hours. Accordingly, most of the construction employees would not be driving to and from the Project Site during hours of peak congestion.

As described in the Project design features, the Project would implement roadway improvements. Construction materials would be delivered to the Project Site throughout the construction phase – mostly outside of peak hours – based on need and would not occur on an everyday basis. Heavy equipment would be utilized within the Project Site during the construction phase. As most heavy equipment is not authorized to be driven on public roadways, most equipment would be delivered and removed from the site via flatbed trucks (sometimes with multiple pieces of equipment delivered to the site on a single trip). As with the delivery of construction materials, the delivery of heavy equipment to the Project Site would not occur on a daily basis but would occur periodically throughout the construction phase based on need. Trucks delivering materials and equipment would follow designated truck routes and would not increase traffic-related hazards during construction.

A conceptual striping plan along Wilson Avenue including the LCI Wilson Project located across Wilson Avenue is shown on Figure 4.12-13, Conceptual Striping Plan. This figure shows the land configurations and geometrics for the Project driveways along Wilson Avenue. Wilson Avenue is classified as a Collector (66-foot-right-of-way). Project-specific construction plans are finalized on a project-by-project basis by the City and are required to ensure adequate traffic flow. At the time of approval of any site-specific plans required for the construction of roadway facilities or infrastructure, the Project Owner/Developer would be required to implement measures that would maintain traffic flow and access. The Project would also incorporate regulatory requirement RR TR-1 which is a standard requirement for the City which requires a traffic control plan to be

prepared for the Project. Therefore, the Project would have a less than significant impact during construction associated with increased hazards.

### **Operational Hazards**

The Project includes the construction of site access improvements (refer to the Project design features). Roadway and circulation improvements have been designed in compliance with Standards and Guidelines set forth in Sections 4.2 and 5.2 of the PVCCSP and in compliance with PVCCSP EIR mitigation measures MM Trans 1 (construct circulation improvements as required by the PVCCSP Circulation Plan) and MM Trans 2 (adequate sight distance). The design of roadways must provide adequate sight distance and traffic-control measures. This provision is normally realized through roadway design to facilitate roadway traffic flows. Roadway improvements in and around the Project site would be designed and constructed to satisfy all City and Caltrans requirements for street widths, corner radii, and intersection control. They would also incorporate design standards tailored specifically to Project access requirements.

The appropriate curb radii have been determined so that trucks would have sufficient space to execute turning maneuvers. The ingress and egress of trucks at each Project driveway is consistent with the truck trip distribution assumed in the Traffic Impact Analysis.

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 on Placentia Avenue. The two truck accessible driveways on the northwest and southwest corners of the Project Site would be left-in and right-out only driveways and 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 east boundary and manually operated gates would be installed.

Regulatory requirements RR TR-2, RR TR-3, and RR TR-5 would be conditioned as part of the Project to assure that construction and improvements be satisfied by the requirements of the City of Perris and the California Department of Transportation. Additionally, adherence to applicable City requirements would ensure that the Project would not include any sharp curves or dangerous intersections or driveways. In the absence of a roadway design hazard, any potential impacts would be less than significant during operation. Therefore, no mitigation is required.

### **Significance of Impact**

Less Than Significant Impact.

### **Mitigation Measures**

No mitigation measures are required.

#### **4.12.4.4 Threshold TR-4: Inadequate Emergency Access**

##### **Impact Analysis**

As discussed above under Threshold TR-3, construction activities that may temporarily restrict vehicular traffic flow would be required to implement adequate measures to facilitate the passage of vehicles through/around any required lane or road closures. Site-specific activities such as temporary construction activities are finalized on a project-by-project basis by the City and are required to ensure adequate emergency access.

The roadway improvements that would occur as a part of the Project would improve traffic circulation in the area, in accordance with the PVCCSP. These would also improve the ability of emergency vehicles to access the Project Site and surrounding properties. An emergency vehicle only driveway would be provided at the southeast corner of the Project Site on Placentia Avenue. The Project driveways have been designed to accommodate large trucks with trailers that would be used for the distribution of goods to and from the site. As discussed above, adequate turn radii and sight distance would be provided. Regulatory requirement RR TR-4 also requires that adequate emergency vehicle access shall be provided to the satisfaction of the Riverside County Fire Authority. Thus, the Project would provide ample vehicular access for emergency vehicles.

The Project would be required to comply with all applicable fire code and City Fire Department requirements and standards for construction, access, water mains, fire flow, and fire hydrants. Prior to any site development or future project approvals, all plans would be required to be submitted to the fire marshal for review and verification that they conform to all pertinent fire standards and requirements. Thus, the Project would not result in result in inadequate emergency access because it would be required to comply with applicable fire codes. Based on the Project design and with required adherence to City requirements for emergency vehicle access, potential impacts would be less than significant.

##### **Significance of Impact**

Less Than Significant Impact.

##### **Mitigation Measures**

No mitigation measures are required.

#### **4.12.5 Cumulative Impacts**

##### **4.12.5.1 Cumulative Threshold TR-1: Circulation System Performance**

To account for trips generated by future development, the Traffic Impact Analysis included trips generated by pending or approved other development projects in the City of Perris. Figure 4.12-14, Other Development Location Map, depicts the cumulative development projects identified.

As identified in the analysis presented under Threshold TR-1, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Cumulative development projects would be reviewed for consistency with adopted programs, plans, ordinances, or policies, including but not limited to Connect SoCal, the City of Perris General Plan, and the PVCCSP, as applicable. Even if cumulative development projects are in conflict, the Project would not contribute to a cumulative impact and thus would not be cumulatively considerable because the Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, as identified through the analysis presented in this section.

#### **4.12.5.2 Cumulative Threshold TR-2: Induction of Substantial Vehicle Miles Traveled**

As identified under Threshold TR-2, the Project would not result in significant VMT impacts because the Project Site is located in a low VMT area. Each cumulative development would be required to follow the City VMT Guidelines and OPR's Technical Advisory to determine if a VMT analysis is required. If a VMT analysis is required, the project would be required to follow the City VMT Guidelines and OPR's Technical Advisory to analyze the project's VMT. Since Project impacts would be less than significant, the Project would result in a less than significant cumulative VMT impact.

#### **4.12.5.3 Cumulative Threshold TR-3: Hazardous Design Feature**

Cumulative development projects would contribute to construction traffic and associated temporary lane and road closures during construction. However, the potential construction-related traffic impacts resulting from the Project would be less than significant as the Project and future developments would be required to implement regulatory requirement RR TR-1. Regulatory requirement RR TR-1 requires the preparation of a traffic control plan during construction which is a standard requirement for construction projects in the City. Regulatory requirements RR TR-2, RR TR-3, and RR TR-5 would also be conditioned to the Project to assure that construction and improvements would be satisfied by the requirements of the City of Perris and the California Department of Transportation.

#### **4.12.5.4 Cumulative Threshold TR-4: Inadequate Emergency Access**

As with the Project, cumulative development in the vicinity of the Project Site would be required to construct roadways and Project access driveways in accordance with applicable PVCCSP Standards and Guidelines ensure impacts are less than significant. Further, providing sufficient emergency access during construction and operation is also a standard requirement. Regulatory requirement RR TR-4 also requires that adequate emergency vehicle access shall be provided to the satisfaction of the Riverside County Fire Authority. The Project would not result in a

cumulatively considerable contribution to a significant cumulative impact associated with traffic-related hazards or emergency access.

#### **4.12.6 Level of Significance Before Mitigation**

##### **4.12.6.1 Threshold TR-1: Circulation System Performance**

The Proposed Project would not conflict with regional or local programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

##### **4.12.6.2 Threshold TR-2: Induction of Substantial Vehicle Miles Traveled**

The Proposed Project would not cause a substantial adverse VMT impact.

##### **4.12.6.3 Threshold TR-3: Hazardous Design Feature**

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).

##### **4.12.6.4 Threshold TR-4: Inadequate Emergency Access**

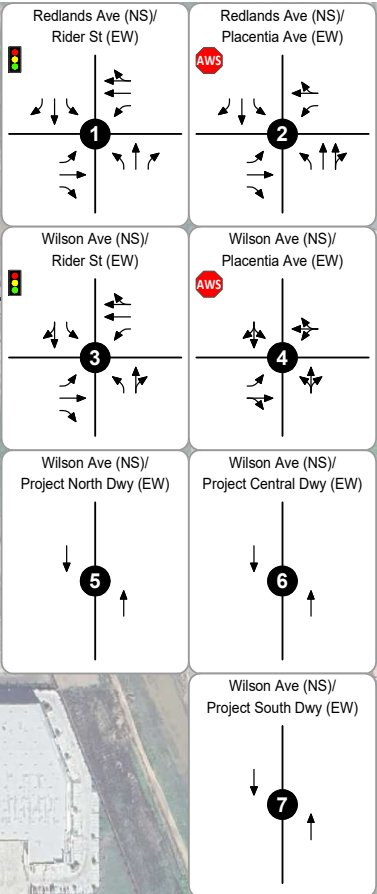
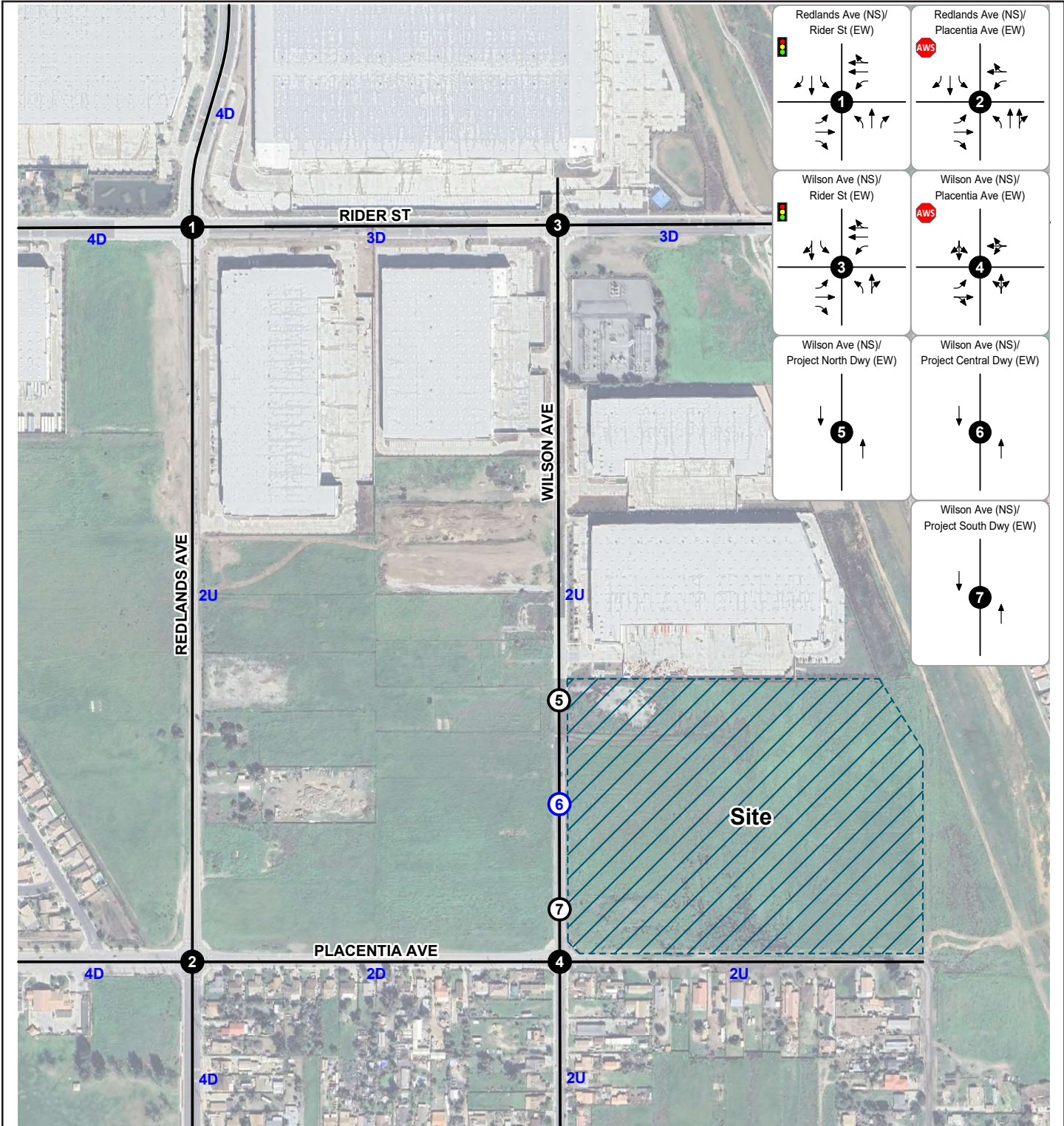
The Proposed Project would not result in inadequate emergency access.

#### **4.12.7 Mitigation Measures**

No mitigation measures are required.

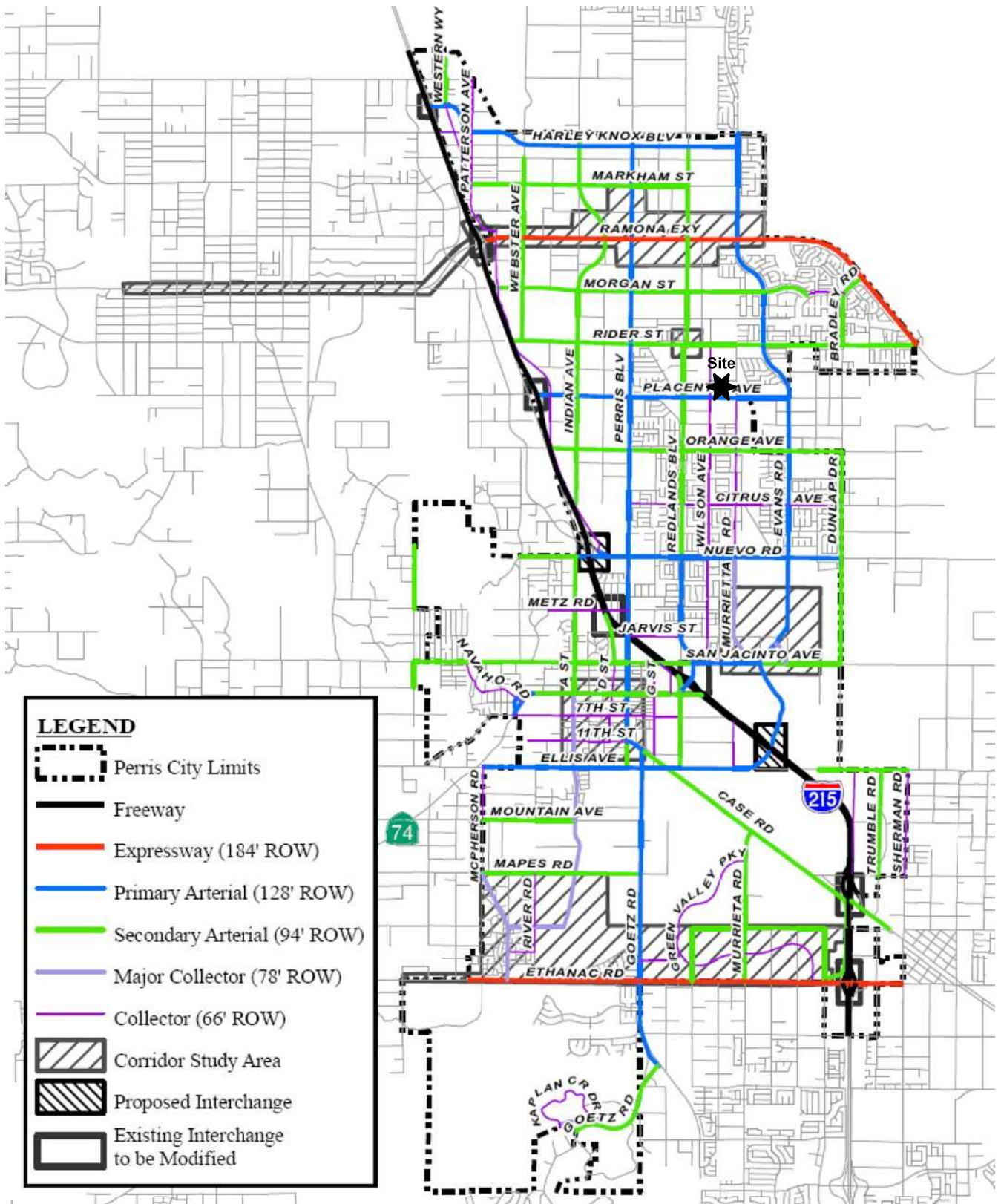
#### **4.12.8 Level of Significance After Mitigation**

Not applicable.



- Legend**
- Traffic Signal
  - All Way Stop
  - #-Lane Divided Roadway
  - #-Lane Undivided Roadway
  - Existing Lane

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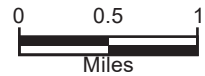
**LEGEND**

- Perris City Limits
- Freeway
- Expressway (184' ROW)
- Primary Arterial (128' ROW)
- Secondary Arterial (94' ROW)
- Major Collector (78' ROW)
- Collector (66' ROW)
- Corridor Study Area
- Proposed Interchange
- Existing Interchange to be Modified

Source: Gandini Group, Inc. 2024.



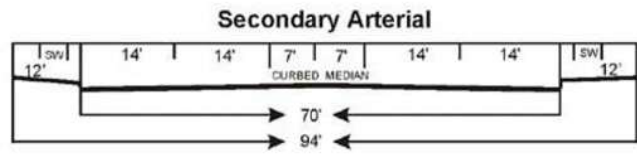
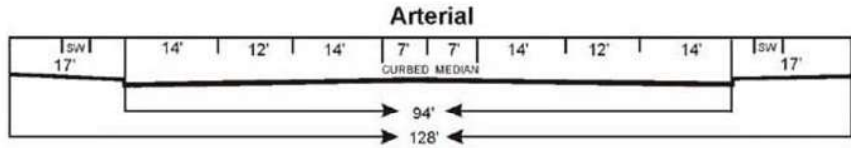
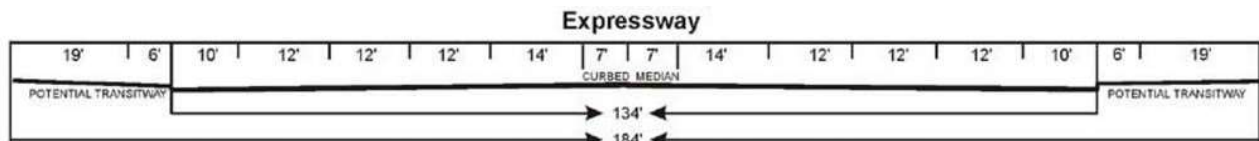
Harris & Associates



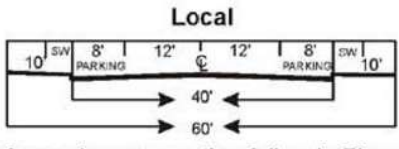
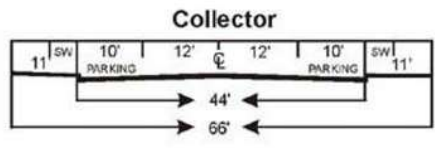
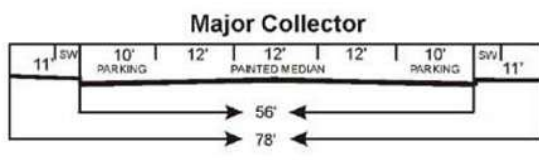
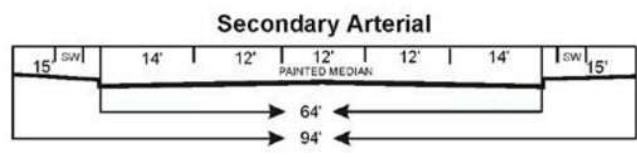
**Figure 4.12-2**  
General Plan Circulation Element

The Cubes at Placentia

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or



Specific details for each cross-section follow in Figures 4.1 A - 4.1 F

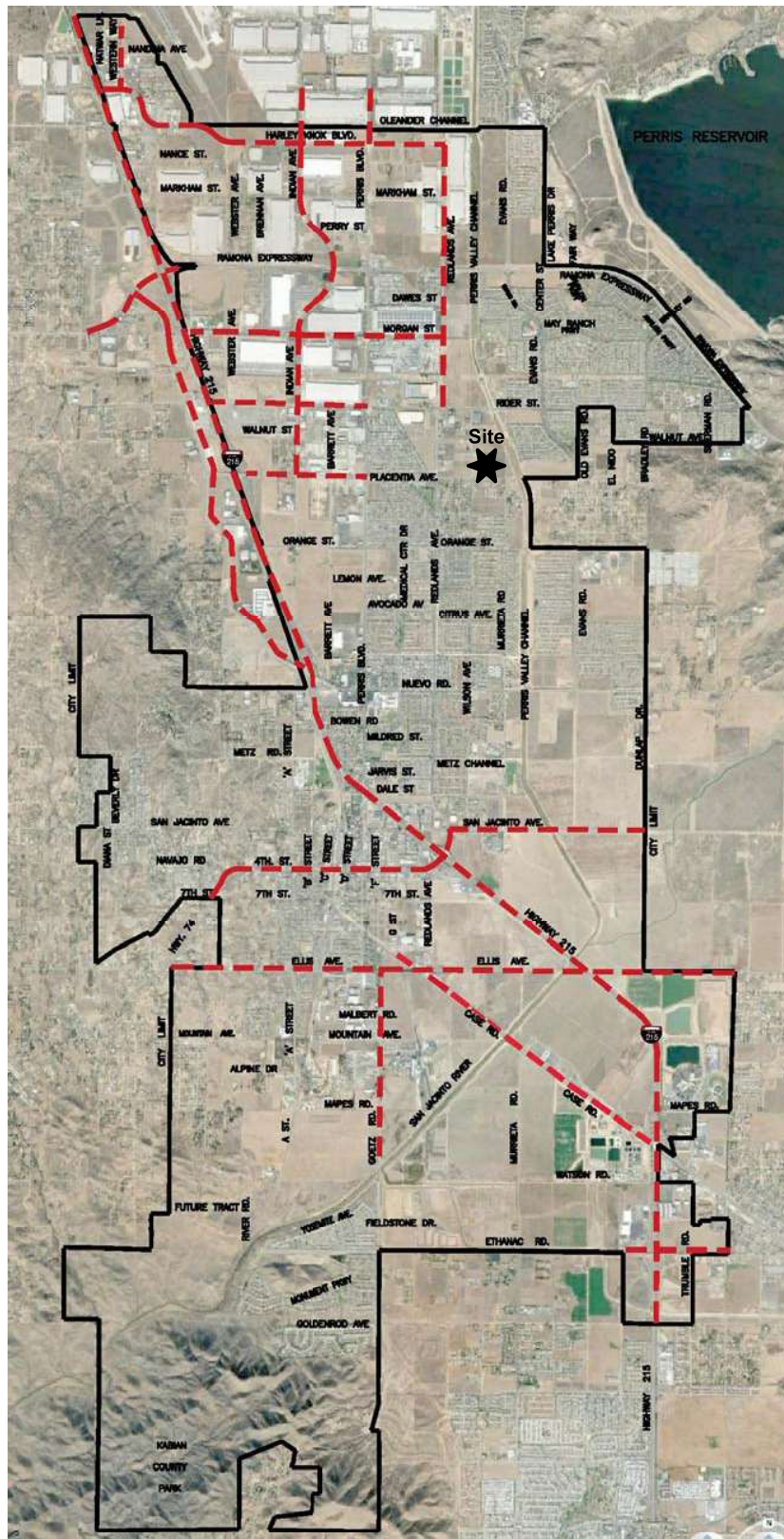
**Legend**

- SW Sidewalk or Trail (at least 4 feet)
- PARKING Parking or Bike Lane
- PAINTED MEDIAN Center Median and/or Continuous Left Turning Lane
- CURBED MEDIAN Landscaped Center Median

Path: C:\GIS\Projects\City of Perris\The Cubes at Placentia\Map Docs

Source: Ganddini Group, Inc. 2024.

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Legend

- - - TRUCK ROUTES
- PERRIS CITY LIMITS

Source: Gandini Group, Inc. 2024.

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Source: Gandini Group, Inc. 2024.



**Figure 4.12-5**  
Existing Transit Routes

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**Existing / Recommended Bikeways**

- - - Shared-Use Path (Class I)
- - - Bicycle Lane (Class II)
- - - Buffered Bike Lane (Class IIB)

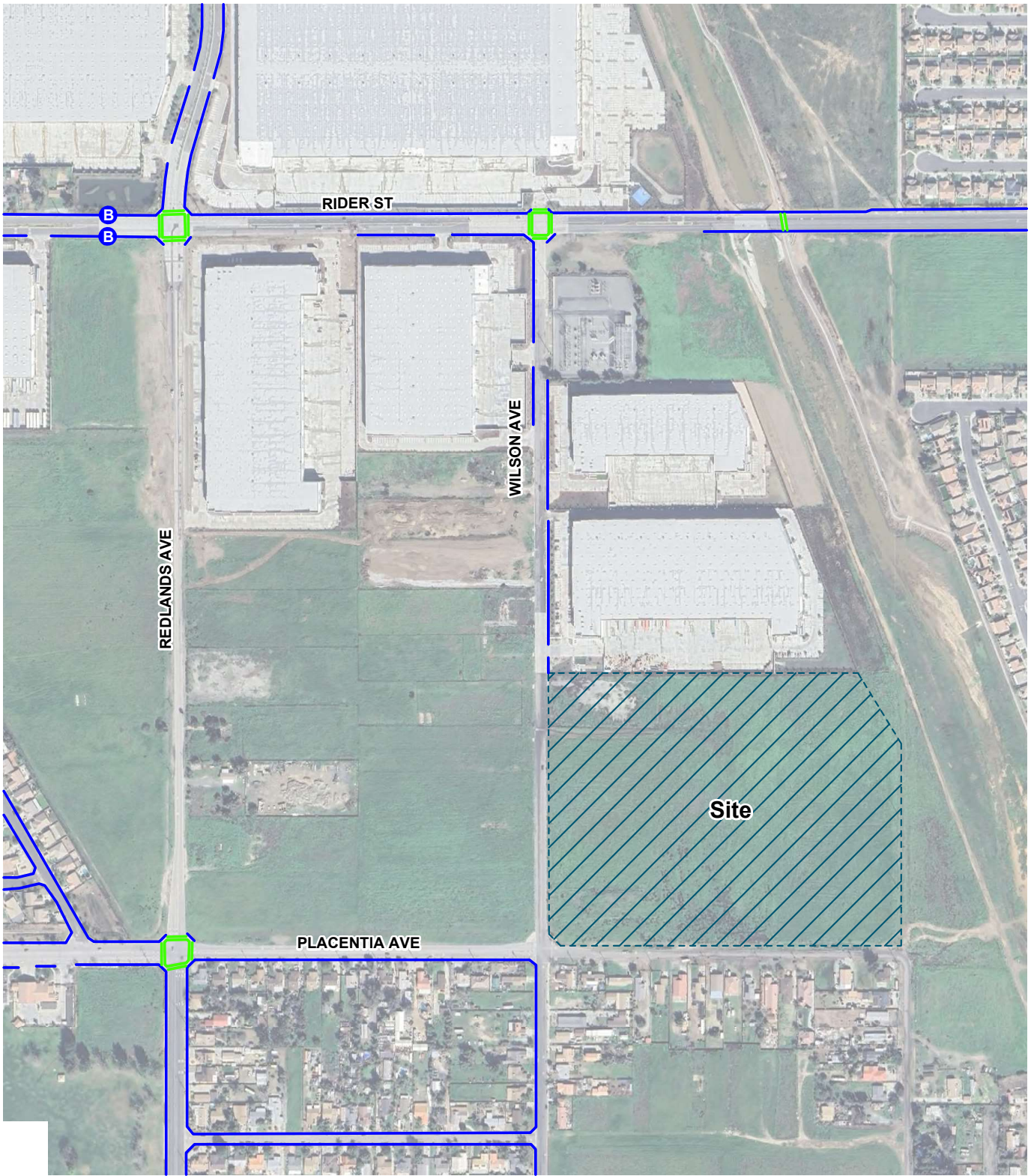
Source: Ganddini Group, Inc. 2024.



**Figure 4.12-6**  
General Plan Bikeway Systems

The Cubes at Placentia

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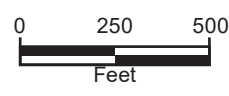


- Legend**
- Sidewalk
  - Cross Walk
  - B Bus Stop

Source: Gandini Group, Inc. 2024.



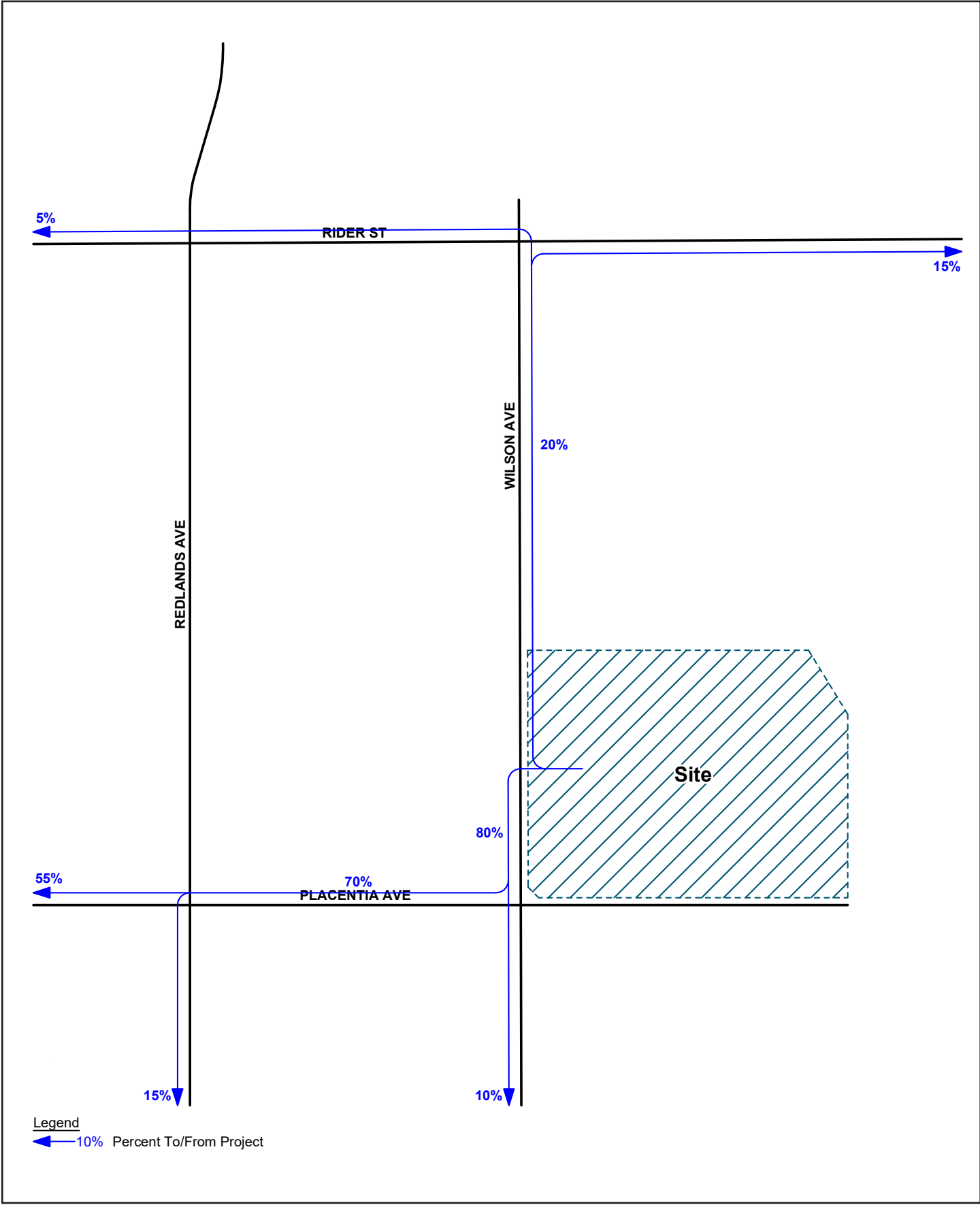
**Harris & Associates**



**Figure 4.12-7**  
Existing Pedestrian Facilities

The Cubes at Placentia

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Source: Gandini Group, Inc. 2024.

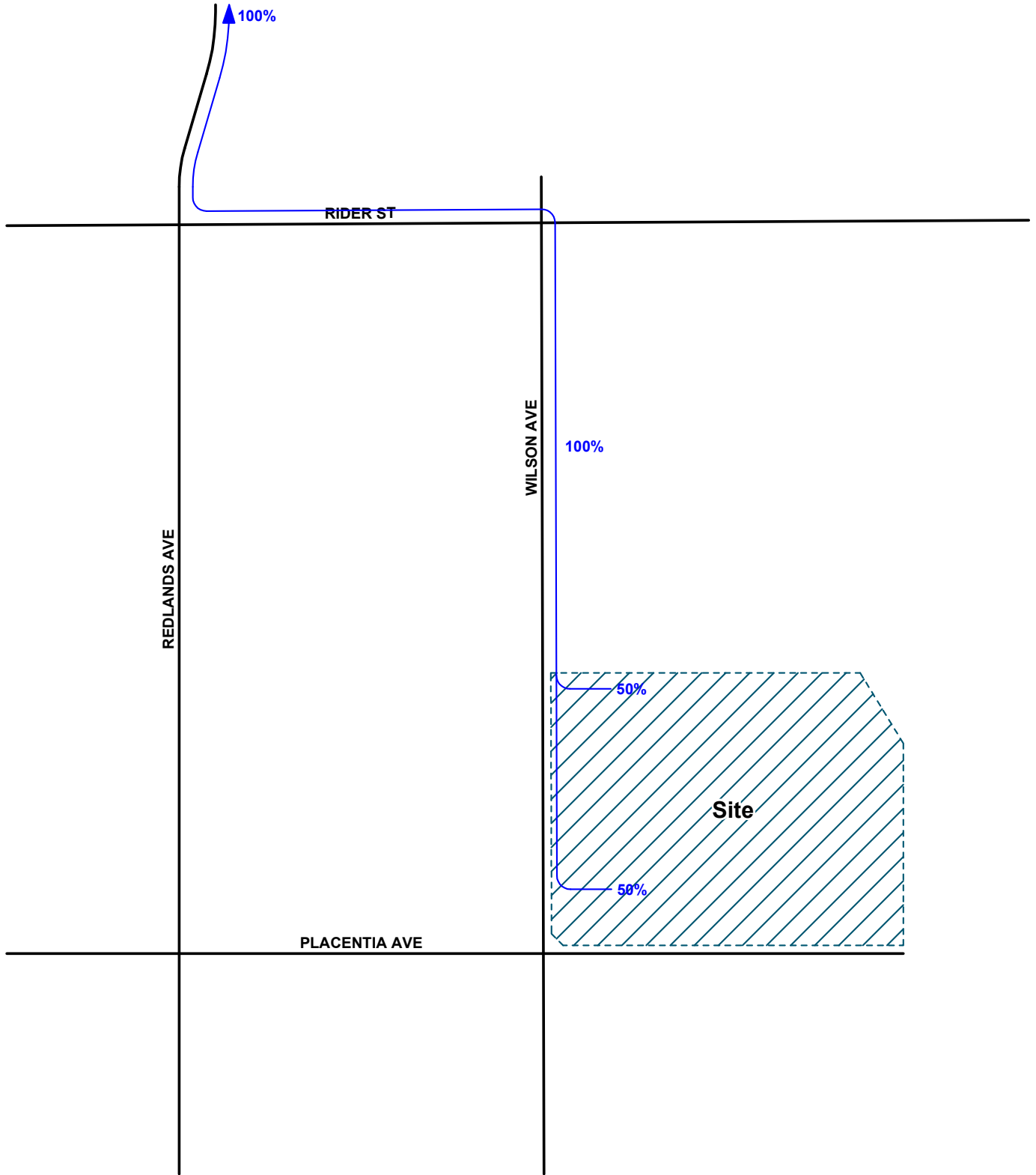


Harris & Associates



**Figure 4.12-8**  
 Project Trip Distribution - Passenger Car  
 The Cubes at Placentia

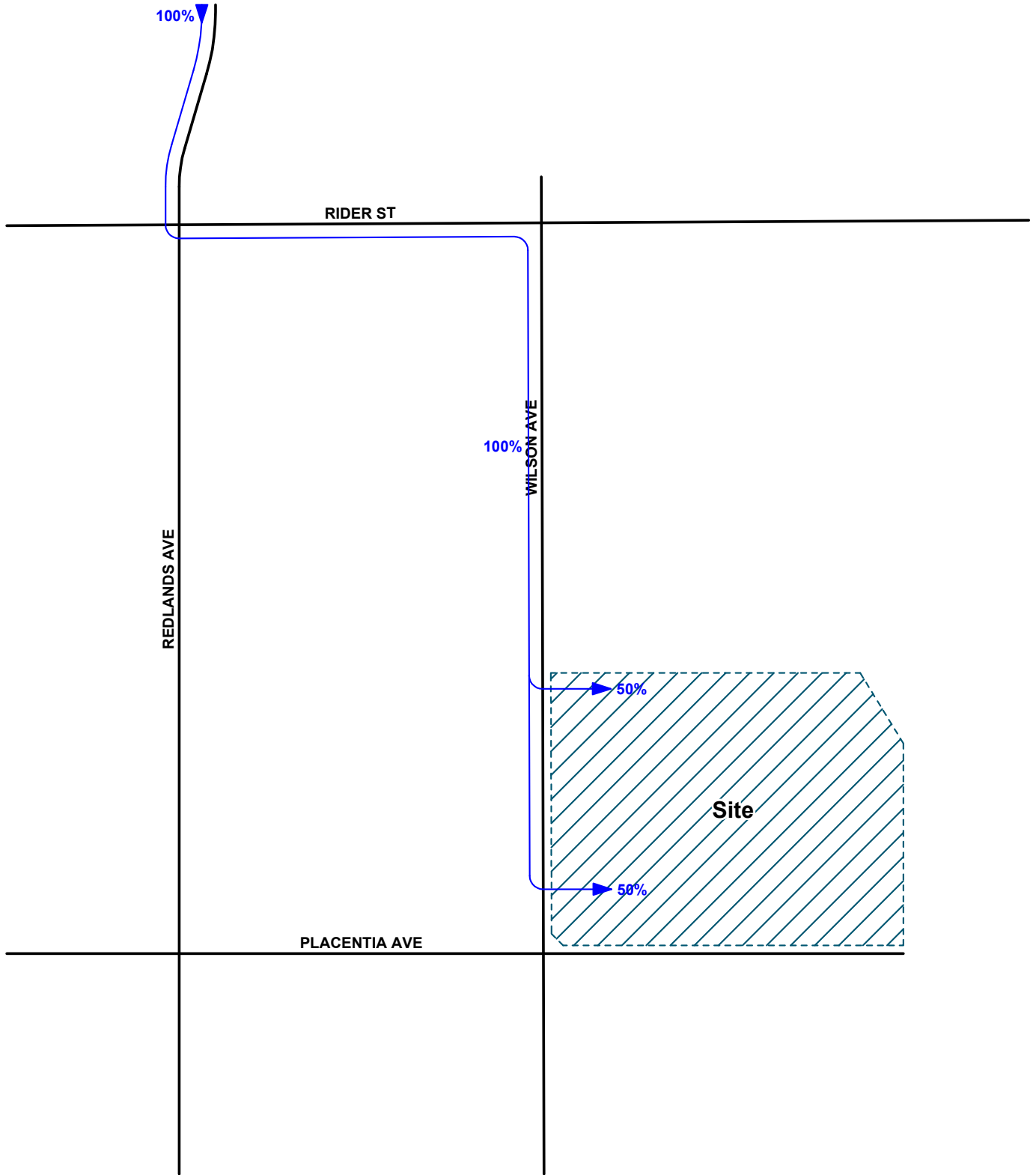
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**Legend**  
 ← 10% Percent From Project

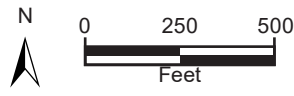
Source: Gandini Group, Inc. 2024.

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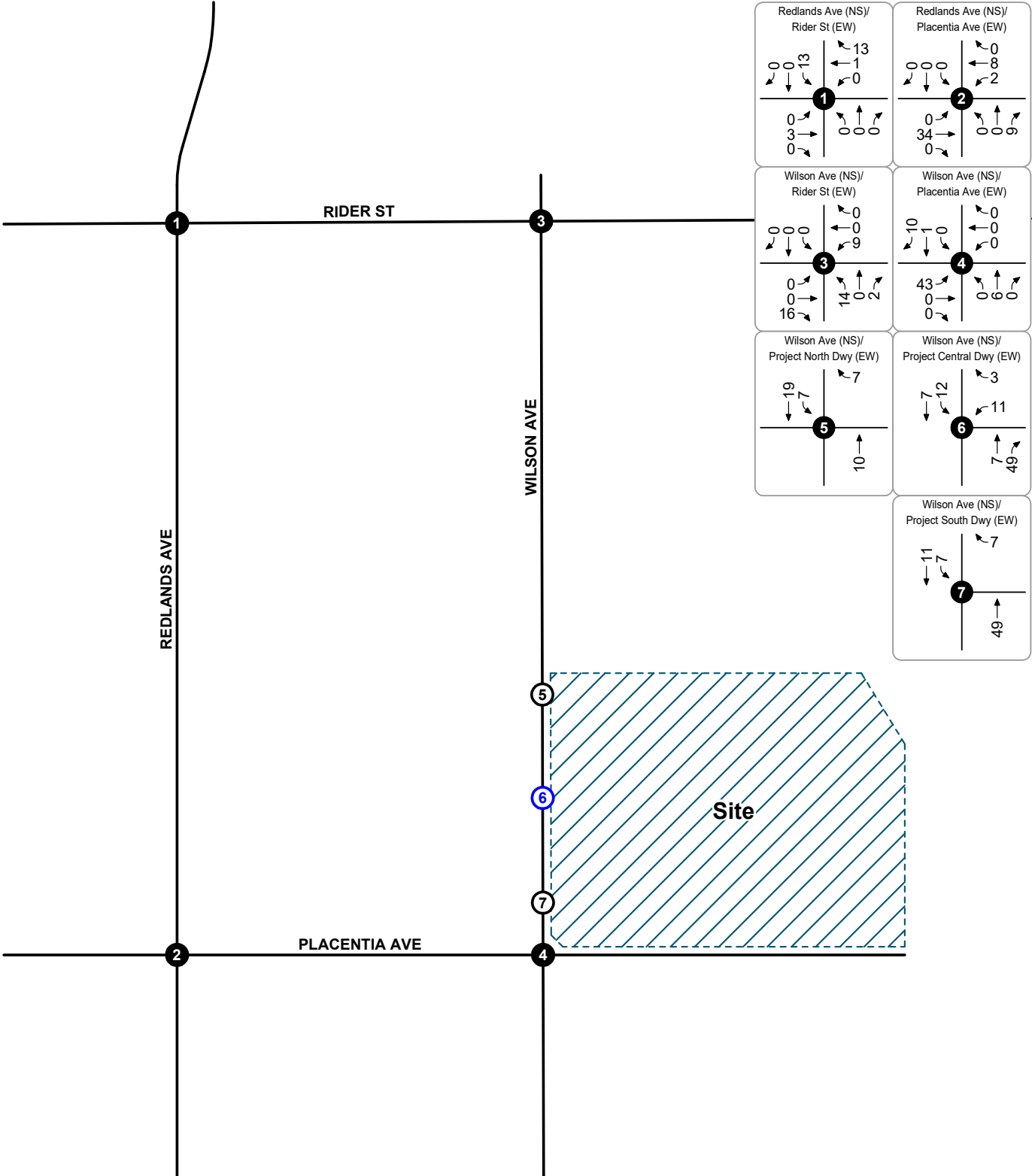
**Legend**  
 ← 10% Percent To Project

Source: Gandini Group, Inc. 2024.



**Figure 4.12-10**  
 Project Inbound Trip Distribution (Truck)

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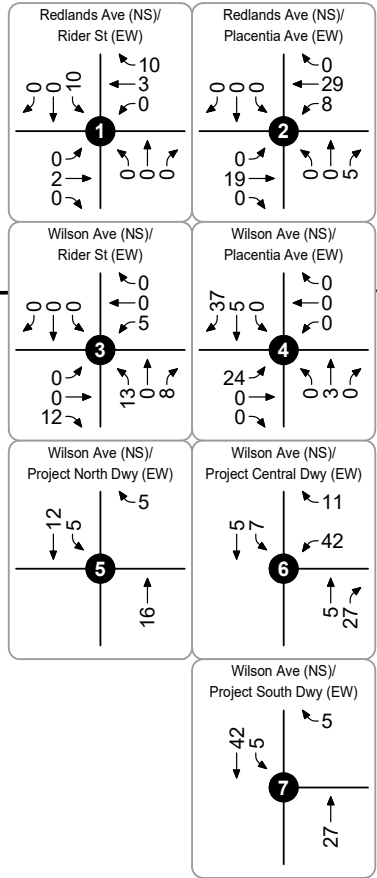
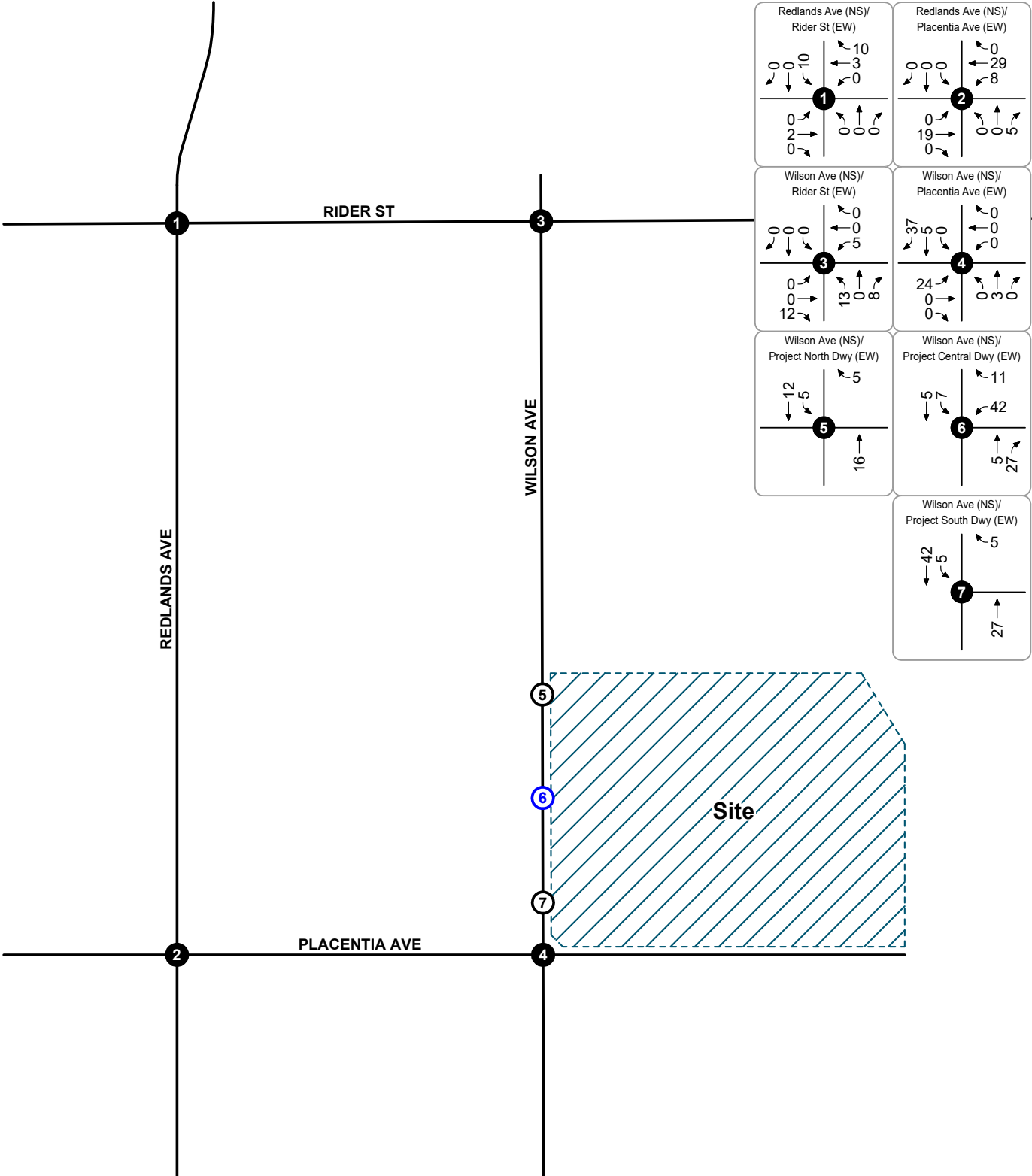


- Legend**
- # Study Intersection
  - # Project Driveway Truck Only
  - # Project Driveway Auto Only

Source: Gandini Group, Inc. 2024.

**Figure 4.12-11**  
 Project AM Peak Hour Intersection  
 Turning Movement Volumes  
 The Cubes at Placentia

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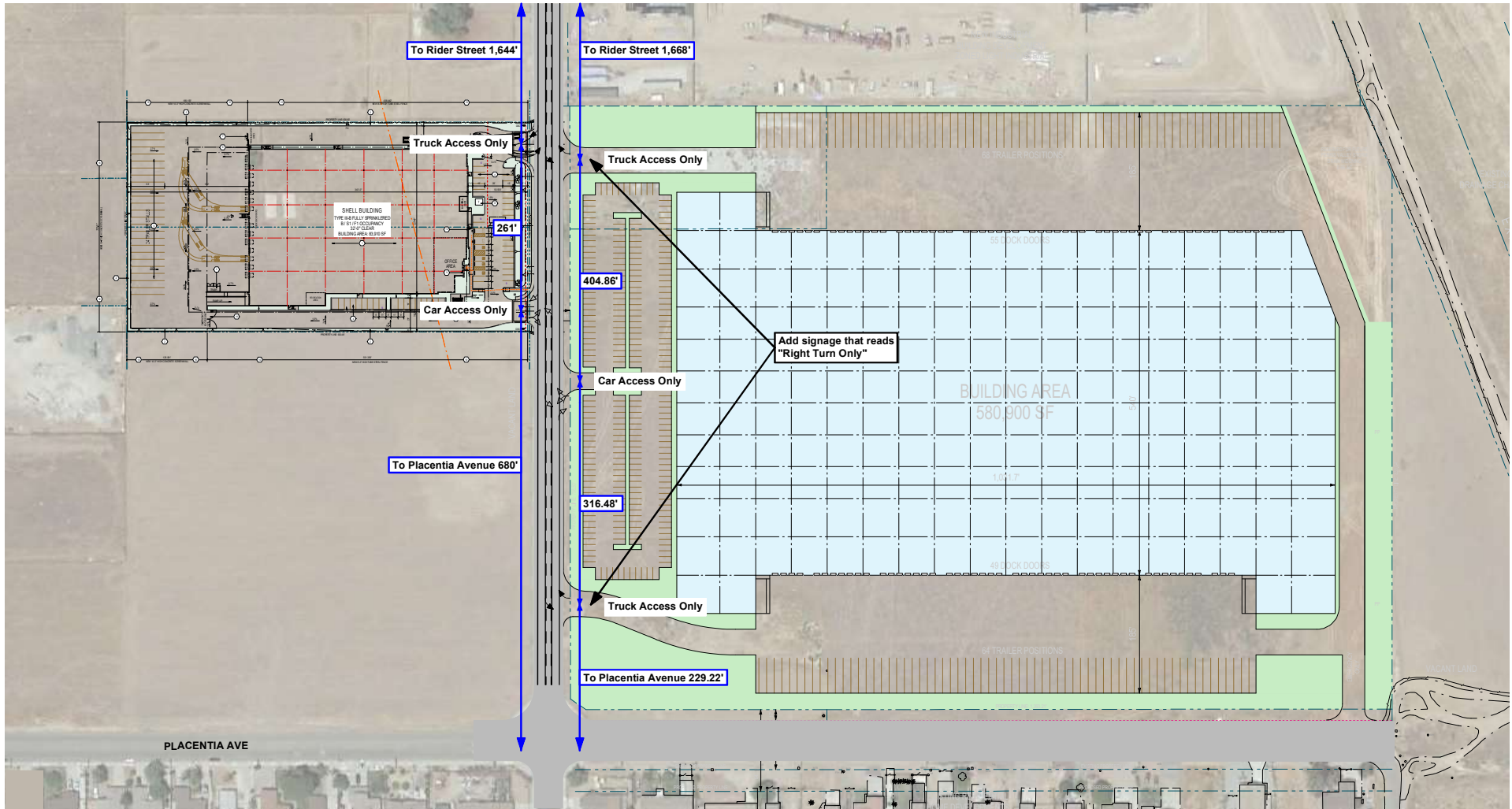


- Legend**
- Study Intersection
  - Project Driveway Truck Only
  - Project Driveway Auto Only

Source: Gandini Group, Inc. 2024.

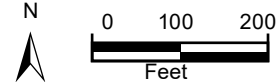
**Figure 4.12-12**  
Project PM Peak Hour Intersection  
Turning Movement Volumes  
The Cubes at Placentia

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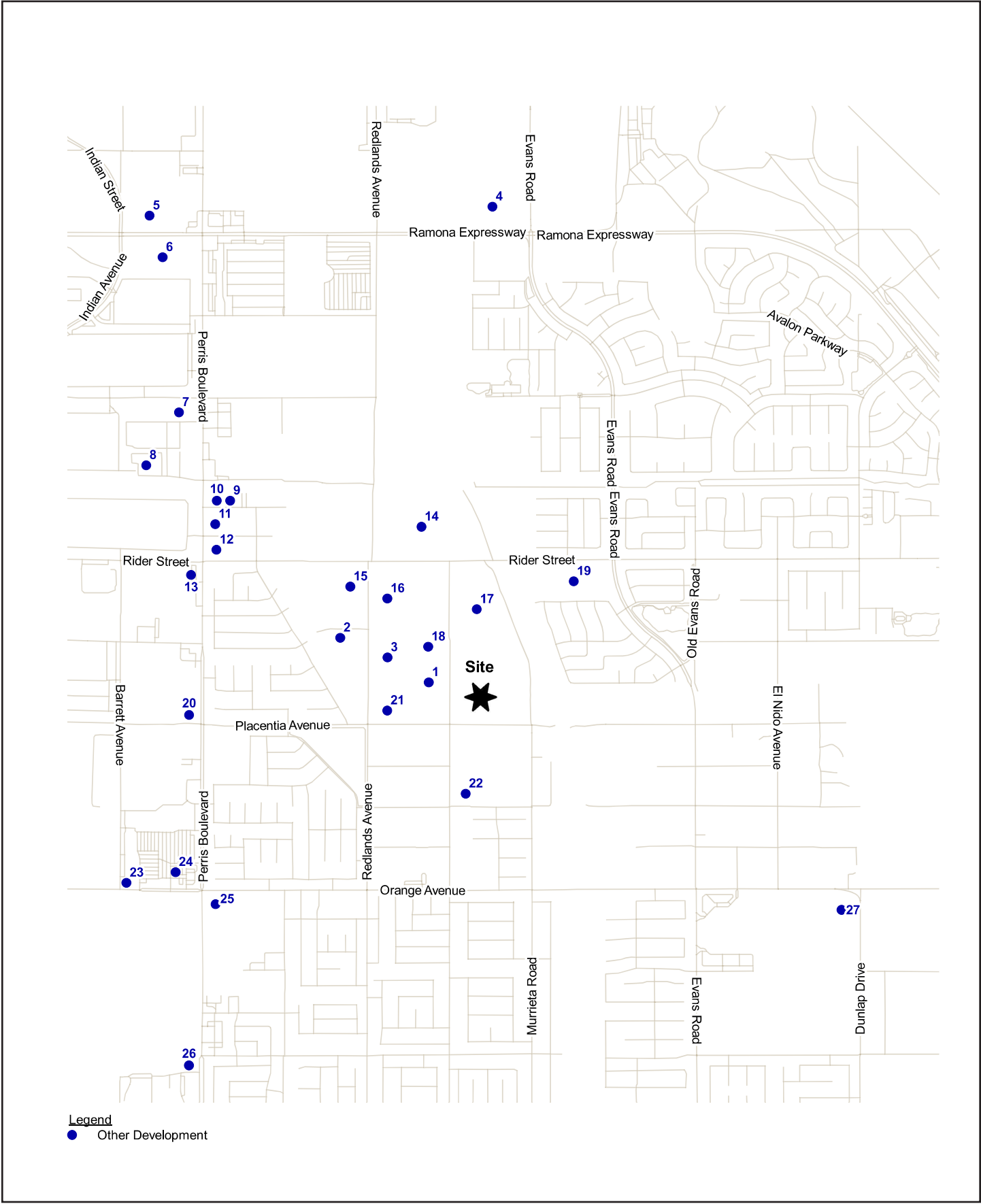
- Legend**
- Passenger Car Only Movement
  - Primary Truck Only Movement

Source: Ganddini Group, Inc. 2024.



**Figure 4.12-13**  
 Conceptual Striping Plan  
 The Cubes at Placentia

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Source: Gandini Group, Inc. 2024.

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## 4.13 Tribal Cultural Resources

This section evaluates the potential impacts from implementation of The Cubes at Placentia Industrial Project (Proposed Project) and identifies known and potential Tribal Cultural Resources at 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 (2023) 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 tribal cultural resources were received from Planning Commissioners, organizations' representatives, or members of the public.

### 4.13.1 Environmental Setting

#### 4.13.1.1 Regulatory Setting

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

#### **Federal**

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

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

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

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

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

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

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

Federal curation regulations are also provided in Title 36, Part 79, of the Code of Federal Regulations and apply to collections that are excavated or removed under the authority of the Antiquities Act (16 USC 431–433), the Reservoir Salvage Act (16 USC 469–469c), Section 110

of the National Historic Preservation Act (16 USC 470h-2), or the Archaeological Resources Protection Act (16 USC 470aa–mm). Such collections generally include those that are the result of a prehistoric or historical resources survey, excavation, or other study conducted in connection with a federal action, assistance, license, or permit.

## **State**

### ***Assembly Bill 52: Native Americans: California Environmental Quality Act***

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California Native American Tribes as part of the California Environmental Quality Act (CEQA) and equates significant impacts on Tribal Cultural Resources with significant environmental impacts (California Public Resources Code, Section 21084.2). California Public Resources Code, Section 21074, defines Tribal Cultural Resources as follows:

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

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

AB 52 defines a “California Native American Tribe” as a Native American Tribe in California that is on the contact list maintained by the Native American Heritage Commission (NAHC) (California Public Resources Code, Section 21073). Under AB 52, formal consultation with Tribes is required before determining the level of environmental document if a Tribe has requested to be informed by the lead agency of proposed projects and if the Tribe, upon receiving notice of the 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 decedents if it believes them to be the most likely descendants of the deceased Native American. The most likely descendants may inspect the site of the discovery and make recommendations on the removal or reburial of the remains.

### ***California Register of Historical Resources***

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

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

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

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

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

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

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

***Senate Bill 18: Traditional Tribal Cultural Places***

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

**Local**

The specific policies outlined in the City's General Plan that are related to Tribal Cultural Resources and 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.

**4.13.1.2 Existing Conditions**

Section 4.4, Cultural Resources, of the PVCCSP EIR, includes a detailed discussion of the environmental setting for cultural resources, including geologic setting, ethnohistoric setting, archaeological setting, and historic setting. This information remains applicable to the Proposed Project. Section 4.4, Cultural Resources, of this EIR summarizes Project-specific existing setting

information presented in the technical reports prepared for this Project based on the research and field surveys conducted. Following is a summary of information provided in the Project-specific technical report relevant to Tribal Cultural Resources.

The following sections describe the history of the Project Site and discuss known Tribal Cultural 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.

### **Prehistory**

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 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 in Section 4.4 of this EIR, and further described in the Cultural and Paleontological Resources Assessment included in Appendix E; the ethnohistoric periods, which are particularly relevant to Tribal Cultural Resources are summarized below.

### **Ethnohistory**

The Project Site is located within the traditional cultural territory occupied by several different Tribes, the Cahuilla, the Luiseño, the Gabrielino, and the Serrano. Locating Tribal use of the Project Site is complicated by Spanish colonization and the displacement of the Native American communities through the American Period. Thus, the Cultural and Paleontological Resources Assessment (Appendix E) recognizes that the Cahuilla, Luiseño, Gabrielino, and Serrano nations have used the area of potential effect and this section will review the ethnohistorical information for each Tribe.

**Cahuilla.** The Cahuilla occupied the San Gorgonio Pass (referred to as the Pass Cahuilla), San Jacinto and Santa Rosa Mountains (Mountain Cahuilla), and the Coachella Valley and the northern end of the Imperial Valley (Desert Cahuilla). The Cahuilla are linked to other Takic language family groups such as the Serrano and Luiseño and share many aspects of culture and religion with those Tribes. Each clan was an independent, politically autonomous land-holding unit. In addition

to lineage residence areas and clan territory owned in common with other clan members, each lineage had ownership rights to various food collecting and hunting areas. Individuals also “owned” specific areas rich in plant resources, as well as hunting grounds, rock quarry locations, and sacred spots used only by shamans, healers, and ritual practitioners. Clans were generally situated so that each lineage or community was located near a reliable water source and in proximity to significant food resources. Usually, an area within one to 3 miles contained the bulk of materials needed for daily subsistence, although territories of a given clan might be larger, and longer distances were traveled to get precious exotic resources, usually found in the higher elevations of the surrounding mountains.

While most daily secular and religious activities took place within the community, there were locations at some distance from the community where people camped for extended periods to harvest acorns or piñon nuts. Throughout the area, there were sacred places used primarily for rituals, intergroup or inter-clan meetings, caches for sacred materials, and locations for use by shamans or medicine men. Generally, hilly, rocky areas, cave sites, or walled cave sites were used for temporary camping, storage of foods, fasting by shamans, and as hunting blinds. Between the mid-1500s and the 1800s, the Cahuilla were variously contacted by Spanish explorers, then Mexican ranchers, and later American settlers. By the mid-1800s, the Cahuilla were fully exposed to new peoples with new cultural ways, opportunities, and constraints.

**Luiseno.** Luiseno also speak a language of the Cupan group of the Takic subfamily of Uto-Aztecan. Luiseno social structure included complex ranks of shamans and secular leaders who guided the rancheria in community social and political tasks and for successful resource exploitation (White 1963:121). More specific details of Luiseno social structure are difficult to reconstruct due to the effects of missionization. It is clear, however, that Luiseno society was patrilineal and exogamous (White 1963). Certain parcels of land containing oak trees and other food resources traditionally used were generally recognized as belong to a specific lineage (Dubois 1908). It is unclear whether Luiseno lineages formed larger kinship units prior to historic contact.

The integral geographic and sociopolitical unit of the ethnohistoric Luiseno was the rancheria, which included one or more village locations. Abundant natural resources along the valley floor sustained semi-permanent villages whose residents claimed additional lands on Palomar Mountain (Gifford 1918). The traditional settlement pattern consisted of secondary and autonomous village groups, each with specific hunting, collecting, and fishing areas located in diverse ecological zones. Typically, these were in valley bottoms, along streams or along coastal strands near mountain ranges.

Two or more permanent base camps were used along with number of special purpose camps such as quarry sites, hunting blinds and milling stations. These base camps were established during the winter and during the late summer/fall. Winter villages were generally located in sheltered valleys

and often featured pictographs associated with rituals. This was occupied continuously for 4–6 months and was where most ceremonies took place. The late summer/fall base settlement was the acorn-gathering and hunting camp, located near oak trees owned by the village group. In spring, the winter village group was divided into smaller family groups. These would occupy different areas where fresh vegetables resources were available, or they would go to the coast for shellfish gathering. The spring disaggregation is a normal occurrence in gathering societies. It occurs after winter supplies have been depleted and compensates for the paucity of spring resources. The late summer/fall camps were also subdivisions of the main villages group and were occupied by kin-groups. The major coalescence occurred in the winter villages, after the varied resources were gathered and the subsistence of the village was assured for a period of time.

**Gabrielino (Tongva).** The name Gabrielino is Spanish in origin and was used in reference to the Native Americans associated with the Mission San Gabriel. It is unknown what these people called themselves before the Spanish arrived, but today they call themselves Tongva, meaning “people of the earth.” Much of the Southern California archaeological literature argues that the Gabrielino moved into Southern California from the Great Basin around 4,000 Before Present (B. P.), “wedging” themselves between the Hokan-speaking Chumash, located to the north, and the Yuman-speaking Kumeyaay, located to the south. This Shoshonean Wedge, or Shoshonean “intrusion” theory, is counter to the Gabrielino community’s knowledge about their history and origins. Oral tradition states that the Gabrielino have always lived in their traditional territory, with their emergence into this world occurring at Puvungna, located in Long Beach.

The Tongva speak a language that is part of the Takic language family and at the time of Spanish contact, their territory encompassed a vast area stretching from Topanga Canyon in the northwest, to the base of Mount Wilson in the north, to San Bernardino in the east, Aliso Creek in the southeast and the Southern Channel Islands, in all an area of more than 2,500 square miles. At European contact, the Tribe consisted of more than 5,000 people living in various settlements throughout the area. Some of the villages could be quite large, housing up to 150 people.

The Tongva are considered to have been one of the wealthiest Tribes and to have greatly influenced Tribes they traded with. Houses were domed and circular structures thatched with tule or similar materials. The best-known artifacts were made of steatite and were highly prized. Many common everyday items were decorated with inlaid shell or carvings reflecting an elaborately developed artisanship.

The main food zones utilized were marine, woodland, and grassland. Plant foods were, by far, the greatest part of the traditional diet at contact. Acorns were the most important single food source. Villages were located near water sources necessary for the leaching of acorns, which was a daily occurrence. Grass seeds were the next most abundant plant food used along with chia. Seeds were parched, ground, and cooked as mush in various combinations according to taste and availability.

Greens and fruits were eaten raw or cooked or sometimes dried for storage. Bulbs, roots, and tubers were dug in the spring and summer and usually eaten fresh. Mushrooms and tree fungus were prized as delicacies. Various teas were made from flowers, fruits, stems and roots for medicinal cures as well as beverages.

The principal game animals were deer, rabbit, jackrabbit, woodrat, mice, ground squirrels, antelope, quail, dove, ducks and other birds. Most predators were avoided as food, as were tree squirrels and most reptiles. Trout and other fish were caught in the streams, while salmon were available when they ran in the larger creeks. Marine foods were extensively utilized. Sea mammals, fish and crustaceans were hunted and gathered from both the shoreline and the open ocean, using reed and dugout canoes. Shellfish were the most common resource, including abalone, turban, mussels, clams, scallops, bubble shells, and others.

**Serrano.** The name Serrano comes from a Spanish word meaning “mountaineer” or “highlander.” The Serrano were nomadic and migratory, and according to lore passed down, they migrated to the cool, pine forests of the San Bernardino Mountains to the west during the summer and returned to the desert regions during the winter. The Serrano language is considered part of the Takic subfamily of the larger Uto-Aztecan language. The Serrano culture area extends from the San Bernardino Mountains south to Yucaipa Valley, east to the Mojave River watershed, and north to the Twentynine Palms region. Most Serrano village sites were located in the foothills of the upper Sonoran zone with a few outliers located near permanent water sources on the desert floor, or in the forest transition zone.

The Serrano traded with the Mojave to the east and the Gabrielino to the west. They also traded with their close neighbors, the Cahuilla in the San Jacinto and Santa Rosa Mountains, the Banning Pass area, and the greater Coachella Valley. In addition, the Serrano traded with the Chemehuevi who occupied the lower Colorado River region, some of whom migrated westward toward the Proposed Project area of potential effect.

Prior to European contact, the Serrano were primarily hunters and gatherers. Women were responsible for most of the gathering and acorns, piñon nuts, and mesquite beans were collected as staple foods. Spring cactus fruits and berries were consumed fresh for both food and water. Flower blossoms were roasted and eaten. Yucca blossoms and stalks were blanched before being eaten. Roots were used for food and medicine, and leaves and stems were used for making tea. Digging sticks were frequently used to dig for plants and roots for subsistence and medicinal purposes (Johnston 1965:8). One main seed resource was chia, and stands of chia were periodically burned in order to increase yield. Other major plant foods included mesquite beans and the nuts from piñon pine and acorn. Acorns were leached by placing baskets of pounded and shelled acorn meal into a sandy hole with just enough water to allow the dissolved tannic acid to seep out. Other plant seeds were parched and made into a mush by boiling or cooking and dropping a heated stone into a water-

tight basket filled with seeds and water. Some seeds were dried and stored in baskets. Baskets were made from willow and mesquite branches and woven with bone awls.

Because of their migratory nature, the Serrano and neighboring Tribes “cached” many of their possessions and provisions instead of transporting these often heavy items long distances. These “caches” were guarded by “spirit sticks” that were left upright adjacent to the cache. Today there are 324 (alone) people who identify as Serrano (514 in any combination) according to the 2010 United States Census.

## **History**

The history of the Project Site, as well as that of the City of Perris and Riverside County, are discussed further in Section 4.4 of this EIR.

## **Tribal Cultural Resources**

As previously discussed in Section 4.4 of this EIR, Cogstone conducted a records search at 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. The results of the records search are provided in the confidential appendix to the Cultural and Paleontological Resources Assessment. Based on the results of the records search, no Tribal Cultural Resources have been recorded on the Project Site. Outside the Project Site, but within one-mile radius of the scope of the records search, the Eastern Information Center records indicated that a total of 35 cultural resource studies were conducted within a one-mile radius of the Project Site. As a result of these studies, 5 cultural resource properties were located within 1 mile of the Project. These properties 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.

During preparation of the Cultural and Paleontological Resource Assessment Report, and as further discussed under Threshold TCR-1, below, Cogstone contacted various Native American Tribes regarding the Proposed Project and requested a records search of the Sacred Lands Files from the NAHC. Further, the City of Perris provided a notification of the Proposed Project to Tribes that have requested such notice, as required by AB 52, and entered into consultation with Tribes that requested consultation.

The NAHC responded with a positive Sacred Lands Files search result and said that the Pechanga Band of Indians should be contacted for information and provided contact information for the Tribal Chairperson and the Cultural Resources Coordinator. During Native American scoping the Pechanga Band of Mission Indians indicated that the area of potential effect 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 area of potential

effect is part of a Tribal cultural landscape determined eligible for the National Register of Historic Places and is extremely culturally sensitive.

As further discussed in Section 4.4 of this EIR, Cogstone conducted pedestrian surveys of the Project Site on April 6, 2022. No Tribal Cultural Resources (or any other resources) were discovered during the survey.

### **4.13.2 Thresholds of Significance**

According to Appendix G of the CEQA Guidelines, the project would have a significant impact on Tribal Cultural Resources if it would:

- **Threshold TCR-1:** Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
  - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
  - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

### **4.13.3 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.

### **4.13.4 Environmental Impacts**

#### **4.13.4.1 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 Cultural and Paleontological Resources Assessment, which has been prepared for the Proposed Project and is included in Appendix E of this 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 as subsequently modified by the City of Perris 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 activities<sup>1</sup> 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 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.

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<sup>1</sup> 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.

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).<sup>2</sup> 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

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<sup>2</sup> 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.

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 Tribal Cultural Resources that could result from implementation of the project.

#### **4.13.4.2 Threshold 1: Tribal Cultural Resources**

##### **Impact Analysis**

As discussed in Threshold CUL-1 in Section 4.4 of this EIR, a records search and literature review of the Project Site and surrounding area was undertaken at the Eastern Information Center at University of California, Riverside. Based on searches of and review of existing literature related to cultural and historic resources within the Project Site, no Tribal Cultural Resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources were previously identified.

The City requires consultants completing cultural resources studies to contact NAHC for a Sacred Lands Files search. A records search of the Sacred Lands Files from the NAHC was requested by Cogstone and came back positive. The NAHC stated that the Pechanga Band of Indians should be contacted for information and provided contact information for the Tribal Chairperson and the Cultural Resources Coordinator. The NAHC also recommended 20 other Native American Tribal

organizations and individuals be contacted for further information regarding the Project vicinity. In accordance with NAHC recommendations, Cogstone sent Native American scoping letters to these 22 Native American Tribal organizations and individuals on April 22, 2022, via United States Postal Service certified mail. Follow-up emails were sent on May 4, 2022 and telephone calls were made on May 20, 2022. Further details and discussion regarding responses can be found in the Cultural and Paleontological Resources Assessment (Appendix E). The following responses were received:

- On May 6, 2022, Augustine Band of Cahuilla Indians Tribal Vice-Chairperson Victoria Martin responded and indicated that the Tribe was not aware of specific cultural resources that may be affected by the Project but requested to be contacted should cultural resources be identified.
- On May 6, 2022, the Quechan Tribe of the Fort Yuma Reservation Historic Preservation staff responded that they do not wish to comment on the Project and defer to more local Tribes.
- On May 11, 2022, the Morongo Band of Mission Indians Tribal Historic Preservation Officer Bernadette Ann Brierty responded that the Proposed Project is located within the ancestral territory and traditional use area of the Cahuilla and Serrano people of the Morongo Band of Mission Indians. Tribal Historic Preservation Officer Brierty said that the Tribe anticipates requesting AB 52 consultation and listed information that would be requested at that time.
- On May 12, 2022, the Rincon Band of Luiseño Indians Tribal Historic Preservation Officer Cheryl Madrigal responded indicating the Project is in a culturally sensitive area and the Tribe believes that the potential exists for cultural resources to be identified during further research and survey work. The Tribe recommends working closely with the Pechanga Band of Indians and Soboba Band of Luiseño Indians and requested a copy of the cultural resources study.
- On May 20, 2022, Agua Caliente Band of Cahuilla Indians Cultural Resource Analyst Arysa Gonzales Romero responded and indicated that the Proposed Project is not within the Tribe's reservation land but is within its traditional use area. She requested an assessment be completed of the area of potential effect, the results of the Eastern Information Center records search, and any cultural resources documentation generated for the Proposed Project.

The Pechanga Band of Indians, Soboba Band of Luiseño Indians, Morongo Band of Mission Indians, and the Rincon Band of Luiseño Indians requested consultation with the City regarding the Proposed Project. It should be noted that most of the written and oral communication between the Native American Tribes and the City of Perris is considered confidential in respect to places that have traditional Tribal cultural significance (OPR 2017), and although relied upon in part to inform the preparation of this EIR section, those communications are treated as confidential and

are not available for public review. In summary, the City provided information to the Tribes, as requested, including the technical reports prepared (including the Cultural and Paleontological Resources Assessment provided in Appendix E of this EIR), Proposed Project plans, and proposed mitigation measures. The Tribes indicated they would provide additional information and comments to the City, including comments on the proposed mitigation measures, following review of the requested materials. At present, no further comments have been received from Tribes. Currently, the City of Perris is conducting consultations in order to meet the requirements of AB 52 and SB 18.

As previously discussed, no cultural resources, including Tribal Cultural Resources, were observed during the Project Site field survey. However, given the results of the NAHC Sacred Lands Files search and Tribes' responses, the Proposed Project has the potential to impact Tribal Cultural Resources during ground-disturbing activities. Project-level mitigation measure MM CUL-1 (stated below and in Section 4.4.7), which modifies PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 for the Proposed Project, requires that an archaeological monitor and a Tribal representative be present during ground-disturbing activities and identifies steps that would be taken if any artifacts of Native American origin are discovered to ensure potential impacts to Tribal Cultural Resources are less than significant. With implementation of Project-level mitigation measures MM CUL-1 and MM CUL-2, potential impacts to Tribal Cultural Resources would be less than significant.

### **Significance of Impact**

Less Than Significant With Mitigation Incorporated.

#### **4.13.5 Cumulative Impacts**

The following sections address various potential cumulative impacts relating to Tribal Cultural Resources that could result from implementation of the project.

##### **4.13.5.1 Cumulative Threshold TCR-1: Tribal Cultural Resources**

This cumulative impact analysis considers development of the Proposed Project in conjunction with other development projects and planned development in the City, including the Perris Valley Commerce Center area that have a potential for uncovering Tribal Cultural Resources. As noted previously, Cogstone requested a Sacred Lands Files search from the NAHC, which came back positive. During Native American scoping the Pechanga Band of Indians indicated that the area of potential effect 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 area of potential effect is part of a Tribal cultural landscape determined eligible for the National Register of Historic Places and is extremely culturally sensitive. While no Tribal Cultural Resources were observed during the Project Site field surveys,

the Proposed Project, as well as other cumulative developments within the region, have the potential to result in impacts to subsurface Tribal Cultural Resources. Therefore, the Proposed Project's potential impacts to subsurface Tribal Cultural Resources represents a cumulatively considerable contribution to a significant cumulative impact, prior to mitigation. As discussed in Threshold TCR-1 with implementation of Project-level mitigation measures MM CUL-1 and MM CUL-2, the Proposed Project's potential impact to Tribal Cultural Resources would be less than significant. Each development proposal received by the City undergoes environmental review and would be subject to the same resource protection requirements as the Proposed Project. Neither the Proposed Project nor other cumulative developments are expected to result in significant impacts to Tribal Cultural Resources provided site-specific surveys are conducted and required measures to protect the Tribal Cultural Resources are implemented. As such, the Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact to Tribal Cultural Resources.

#### **4.13.6 Level of Significance Before Mitigation**

##### **4.13.6.1 Threshold TCR-1: Tribal Cultural Resources**

The Proposed Project could cause a substantial adverse change in the significance of a Tribal Cultural Resource.

#### **4.13.7 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 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.

#### **4.13.8 Level of Significance After Mitigation**

##### **4.13.8.1 Threshold TCR-1: Tribal Cultural Resources**

With implementation of Project-level mitigation measures MM CUL-1 and CUL-2, potential impacts to Tribal Cultural Resources would be reduced to less than significant levels. No significant and unavoidable impacts would remain.

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## 4.14 Utilities and Service Systems

This section evaluates the potential for impacts on utilities and service systems resulting from implementation of The Cubes at Placentia Industrial Project (Proposed Project or Project) and evaluates existing and planned water (domestic), sewer, drainage/stormwater, and dry utility infrastructure that would serve the Proposed Project. Information presented in this section is primarily based on the following document:

- The Cubes at Placentia Preliminary Drainage Study (Hydrology and Hydraulics) for Lake Creek-Placentia (Preliminary Engineering), SDH & Associates Incorporated, September 2023 (Appendix I of this Environmental Impact Report [EIR])

There was one Notice of Preparation comment received regarding utilities and service systems. The Eastern Municipal Water District requested that consultation with their 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.

At the Draft EIR public scoping meeting on December 19, 2023, comments regarding sewer concerns were raised by multiple residents. The comments were not specific to the Proposed Project. Members of the public voiced that the City of Perris (City) has allegedly promised connection to the sewer many times, but they are still on septic. A comment from the Eastern Municipal Water District (EMWD) was also submitted requesting consultation with EMWD's Development Services Department.

### 4.14.1 Environmental Setting

#### 4.14.1.1 Regulatory Setting

This section describes the federal, state, and local regulatory framework adopted to address utilities and service systems.

#### **Federal**

##### ***The Clean Water Act***

The Clean Water Act establishes regulations to control the discharge of pollutants into the waters of the United States and regulates water quality standards for surface waters (U.S. Code, Title 33, Section 1251 et seq.). Under the act, the U.S. Environment Protection Agency is authorized to set wastewater standards and runs the National Pollutant Discharge Elimination System (NPDES) permit program. Under the NPDES program, permits are required for all new developments that discharge directly into waters of the United States. The federal Clean Water Act requires wastewater

treatment of all effluent before it is discharged into surface waters. NPDES permits for such discharges in the project region are issued by the Santa Ana Regional Water Quality Control Board.

## **State**

### ***California Water Code***

Sections 13550–13556 of the California Water Code state that local, regional, or state agencies shall not use water from any source of quality suitable for potable domestic use if suitable recycled water is available as provided in Section 13550 of the California Water Code.

### ***Water Conservation in Landscaping Act***

The Water Conservation in Landscaping Act was established to ensure adequate water supplies are available for future uses. To promote the conservation and efficient use of water, the Act requires local agencies to adopt a water-efficient landscape ordinance. The City of Perris implements the model ordinance adopted by the state through regulations contained in Section 19.70, Landscaping, of the Perris Municipal Code.

### ***Urban Water Management Planning Act***

The Urban Water Management Planning Act (California Water Code, Section 10610 et. seq.) was enacted in 1983 and applies to municipal water suppliers, such as the EMWD, that serve more than 3,000 customers or provide more than 3,000 acre-feet per year (AFY) of water. The Urban Water Management Plan Act requires these suppliers to prepare and update their Urban Water Management Plan every 5 years to demonstrate an appropriate level of reliability in supplying anticipated short-term and long-term water demands during normal, single-dry, and multiple-dry years.

The EMWD's 2020 Urban Water Management Plan and the Metropolitan Water District of Southern California's (MWD's) Urban Water Management Plan, all prepared pursuant to California Water Code Division 6, Part 2.55, Section 10608 (Sustainable Water Use and Demand Reduction) and California Water Code Division 6, Part 2.6, Sections 10608–10656 (Urban Water Management Planning), describe future water demands and future availability of the water supply sources used by the EMWD and other retail water agencies operating within the San Jacinto Groundwater Basin.

### ***Senate Bill 610***

The California Water Code, Sections 10910 through 10915, were amended by the enactment of Senate Bill (SB) 610 in 2002. SB 610 requires an assessment of if available water supplies are sufficient to serve the demand generated by a proposed project, as well as the reasonably foreseeable cumulative demand in the region over the next 20 years under average normal year, single-dry year, and multiple-dry year conditions. Under SB 610, a water supply assessment must be prepared in conjunction with the land use approval process associated with a project and is

required for any “project” that is subject to the California Environmental Quality Act (CEQA) and meets certain criteria relative to size. Relevant to the Project, this includes the construction of 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.

***California Integrated Waste Management Act (AB 939)***

The California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939), created the Board now known as California Department of Resources Recycling and Recovery (CalRecycle) and accomplished the following: (1) it required each jurisdiction in the state to submit detailed solid waste planning documents for CalRecycle approval; (2) it set diversion requirements of 25 percent in 1995 and 50 percent in 2000; (3) it established a comprehensive statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities; and (4) it authorized local jurisdictions to impose fees based on the types or amounts of solid waste generated. Jurisdictions select and implement the combination of waste prevention, reuse, recycling, and composting programs that best meet the needs of their community while achieving the diversion requirements.

***Solid Waste Disposal Measurement Act of 2008***

The purpose of the Solid Waste Disposal Measurement Act of 2008 (SB 1016) is to make the process of goal measurement (as established by AB 939) simpler, timelier, and more accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions’ performance. SB 1016 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which uses only two factors: (1) a jurisdiction’s population (or in some cases employment) and (2) its disposal, as reported by disposal facilities. Each year CalRecycle calculates each jurisdiction’s per capita (per resident or per employee) disposal rates. If business is the dominant source of a jurisdiction’s waste generation, CalRecycle may use the per employee disposal rate. Each year’s disposal rate would be compared to that jurisdiction’s 50 percent per capita disposal target. As such, jurisdictions will not be compared to other jurisdictions or the statewide average, but they will only be compared to their own 50 percent per capita disposal target. Among other benefits, per capita disposal is an indicator that allows for jurisdiction growth because, as residents or employees increase, report-year disposal tons can increase and still be consistent with the 50 percent per capita disposal target. A comparison of the reported annual per capita disposal rate to the 50 percent per capita disposal target would be useful for indicating progress or other changes over time.

***Waste Reuse and Recycling Act (AB 1327)***

The Waste Reuse and Recycling Act required the California Integrated Waste Management Board to approve a model ordinance for adoption by any local government for the transfer, receipt, storage, and loading of recyclable materials in development projects by March 1, 1993. The Waste

Reuse and Recycling Act also required local agencies to adopt a local ordinance by September 1, 1993, or allow the model ordinance to take effect. The Waste Reuse and Recycling Act requires all development projects that are commercial, industrial, institutional, or marina in nature and where solid waste is collected and loaded, to provide an adequate area for collecting and loading recyclable materials over the lifetime of the project. The area is required to be provided before building permits are issued.

***Assembly Bill 341***

AB 341 (Chapter 476, Statutes of 2011) directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. The final regulation was approved by the Office of Administrative Law on May 7, 2012. AB 341 was designed to help meet California’s recycling goal of 75 percent by the year 2020. AB 341 requires all commercial businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. In addition, multi-family apartments with five or more units are also required to form a recycling program.

***Assembly Bill 1826***

AB 1826 requires jurisdictions to implement an organic waste recycling program for businesses, including outreach, education, and monitoring of affected businesses. Additionally, each jurisdiction is to identify a multitude of information, including barriers to siting organic waste recycling facilities, as well as closed or abandoned sites that might be available for new organic waste recycling facilities. AB 1826 defines “organic waste” as food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. It also defines a “business” as a commercial or public entity, including, but not limited to, a firm, partnership, proprietorship, joint stock company, corporation, or association that is organized as a for-profit or nonprofit entity, or a multi-family residential dwelling consisting of five or more units. As of January 1, 2017, businesses that generate 4 cubic yards or more of organic waste per week are subject to this requirement. Commencing January 1, 2019, businesses that generate 4 cubic yards or more of commercial solid waste per week also are required to arrange for organic waste recycling services (CalRecycle 2019a).

***Senate Bill 1383***

SB 1383 (2016) requires a 50 percent reduction in disposal of organic waste from the 2014 level by 2020, and a 75 percent reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. Increasing food waste prevention, encouraging edible food rescue, and expanding the composting and in-vessel digestion of organic waste throughout the state will help reduce methane emissions from organic waste disposed in California's landfills. Additionally, compost has numerous benefits including water conservation, improved soil health, and carbon sequestration.

## **Local**

### ***City of Perris General Plan Policies***

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

### ***Perris Municipal Code***

Chapter 7.16, Rubbish Collection and Disposal, and Chapter 7.17, Specific Regulations for Organic Waste Disposal Reduction, Recycling, and Solid Waste Collection, of the Perris Municipal Code outline requirements for the collection, disposal, and recycling of various types of solid waste in compliance with applicable state regulations. These regulations apply to commercial and industrial uses in the City of Perris, including those identified above. Section 7.17.110 of the Perris Municipal Code requires compliance with the California Green Buildings Standards (CALGreen) Code recycling and diversion requirements during construction.

Chapter 15, Water and Sewage, of the Perris Municipal Code sets forth regulations for the use of water, sewage disposal, use of and connection to the public sewage system, and stormwater and runoff management and discharge control. The code enables the City to comply with all applicable state and federal laws, including the Clean Water Act.

Chapter 19.70, Landscaping, of the City's Municipal Code: (1) promotes the values and benefits of landscapes while recognizing the need to use water as efficiently as possible; (2) establishes criteria for designing, installing, and maintaining water-efficient landscapes in new projects; and (3) establishes landscape design criteria for development projects.

#### **4.14.1.2 Existing Conditions**

##### **Domestic Water, Wastewater, and Recycled Water**

###### ***Domestic Water***

Under existing conditions, the Project Site is undeveloped and does not support any uses or activities that generate a demand for water. Water service to the Project Site vicinity is provided by the EMWD. The EMWD's water system includes 2,421 miles of transmission and distribution water mains, 4 operating regional water reclamation facilities, and 2 water filtration facilities. The EMWD serves a population of approximately 900,000 people (EMWD 2021).

###### ***Wastewater***

The EMWD is responsible for all wastewater collection and treatment in its service area and would provide sanitary sewer service to the Project. There are 4 operating regional water reclamation

facilities. The Proposed Project's sanitary sewer discharge would be collected by the EMWD, which operates a treatment plant approximately 2 miles southeast of the Project Site.

Wastewater generated within the City of Perris is treated at the Perris Valley Regional Water Reclamation Facility. Centrally located in the EMWD service area, the Perris Valley Regional Water Reclamation Facility is the largest of four operating plants, which receives 128 million gallons per day of sewage combined. The plant produces tertiary-treated water and can store more than 2 billion gallons of recycled water for use by surrounding agricultural, sports fields, parks, and landscape customers. The facility is located on approximately 300 acres just west of I-215 and south of Case Road.

### **Recycled Water**

Recycled water is used extensively in the EMWD's service area in place of potable water. This offset to municipal demand comes from recycled water used to irrigate landscape and for industrial purposes. The majority of the EMWD's agricultural customers also use recycled water, in some cases, in lieu of groundwater production.

The EMWD has a strategic priority of putting 100 percent of its recycled water effluent to beneficial use. The EMWD is generally able to fully use its recycled water, although this can sometimes be limited by the availability of seasonal storage during periods of low recycled water demand and on occasion, may result in discharge.

Recycled water supplies are projected to increase in the future as the EMWD's service area population continues to grow, however, the EMWD anticipates that it will be able to continue maximizing the use of recycled water through initiatives such as the planned recharge of recycled water for indirect potable reuse, a mandatory use policy with a defined Required Reuse Area, along with programs retrofitting existing landscape customers that are currently served potable water.

### **Water Supply and Demand**

The EMWD 2020 Urban Water Management Plan provides information on the EMWD's projected water supplies and demands in five-year increments through the year 2045. The 2020 Urban Water Management Plan shows that the majority of the EMWD's existing and future planned water demand would be met through imported water delivered by the MWD and recycled water. Demand for the EMWD shown in the 2020 Urban Water Management Plan is projected across the District as a whole and is not project or location specific. The 2020 Urban Water Management Plan relies heavily on information and assurances contained within the MWD's 2020 Urban Water Management Plan when determining supply reliability. The EMWD projects future water demand by tracking proposed new development and land use changes in its service area.

Consistent with the significant percentage of undeveloped land within the EMWD's service area, growth is anticipated to continue throughout the 2020 Urban Water Management Plan's 25-year planning horizon; approximately 40 percent of the EMWD's service area is built out. The EMWD has four sources of water supply, including imported water purchased from the MWD, local potable groundwater, local desalinated groundwater, and recycled water. In 2020, the EMWD's water supply portfolio averaged approximately 52 percent imported water, 10 percent groundwater, 6 percent desalinated groundwater, and 32 percent recycled water, as further discussed below. As future development increases the water demands within the EMWD's service area, it is anticipated that the majority of the new demands would be met through additional imported water from the MWD. Imported supply sources would be supplemented by local supply projects increasing the desalination of brackish groundwater and the expanded use of recycled water. The EMWD also plans to continue its efforts to enhance water use efficiency within its service area.

### ***Imported Water***

The EMWD is a member agency of the MWD and relies on the MWD to provide the majority of its potable water supply and a small percent of its non-potable water supply. The northern portion of the EMWD's service area is supplied by the MWD's Mills Water Filtration Plant, while the southeastern portion of the EMWD's service area is supplied by the MWD's Skinner Water Filtration Plant. Untreated water from the MWD is treated at the EMWD's Perris and Hemet Water Filtration Plants, and is also delivered directly to a number of agricultural and wholesale customers.

The EMWD's water supply reliability is primarily established through the MWD, of which the EMWD is a member agency. As documented in the 2020 MWD Urban Water Management Plan, the reliability of water delivery through the State Water Project and the Colorado River Aqueduct was assessed by the MWD. The MWD determined that its water sources will continue to provide a reliable supply to its member agencies during normal, single-dry, and multiple-dry years during the Urban Water Management Plan planning horizon year (2045).

### ***Groundwater***

EMWD groundwater supplies are provided from the San Jacinto Groundwater Basin and are managed under two groundwater management plans. The Hemet/San Jacinto Groundwater Management Plan covers the Hemet South, Canyon, San Jacinto Upper Pressure, and Hemet North portion of the Lakeview/Hemet North Groundwater Management Zones. The West San Jacinto Groundwater Basin Management Plan covers the Perris North, Perris South, San Jacinto Lower Pressure, Menifee, and the Lakeview portion of the Lakeview/Hemet North Management Zones. Protecting the groundwater supply available to the EMWD is an important part of the EMWD's planning efforts. The EMWD is actively working with other agencies and groups to ensure that

groundwater will continue to serve as a reliable water resource in the future. This effort includes the replacement of groundwater extracted beyond a given basin's safe yield. The EMWD extracts groundwater within its service area under the Hemet/San Jacinto and West San Jacinto Groundwater Basin Management Plans. Under the Hemet/San Jacinto Groundwater Management Plan, imported water would be recharged in the Hemet/San Jacinto area to support groundwater extractions, while pumping in the West San Jacinto Groundwater Basin area will remain relatively constant. The groundwater produced by the EMWD is allocated toward meeting existing demands. Although the planned expansion of the EMWD's desalination facilities will provide an additional supply of water, the amount will not be sufficient to accommodate the proposed growth within the District's service area. The majority of the increased water demand associated with future growth would be met by increasing the use of imported water from the MWD.

### **Stormwater Conveyance Facilities**

The Project Site is vacant and undeveloped land with native vegetation. In the existing condition, the site consists of open, undeveloped space, drainage generally from northwest to southeast. Runoff from the Project generally drains in a southeasterly direction in a sheet flow manner toward Murrieta Avenue (to be vacated) and a vacant parcel (APN 300-170-001). Runoff continues to drain in an easterly direction and eventually discharge into the existing Perris Valley Storm Drain (PVSD) Channel (flood control channel). There is an off-site run-on location near the northwesterly corner of the site where off-site flow is entering to the project via an existing mid-block cross-gutter at the low point along Wilson Avenue. In general, the flow from the site is conveyed through the site in a southeasterly direction toward the PVSD Channel. From the discharge location into the Perris Valley Channel, runoff drains in a southerly direction and eventually discharges into San Jacinto River, Canyon Lake, and then to Lake Elsinore.

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 the 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).

### **Dry Utilities**

Southern California Edison supplies electric power to the vicinity of the Project Site and Charter Communications supplies communications and data. There are existing power poles along the Project Site perimeter that would be protected in place or relocated as part of the Project. Additionally, the Project Site is located in the natural gas service area of SoCalGas, which maintains local underground service lines in the City of Perris. Existing gas lines adjacent to the Project Site are located within adjacent roadways.

## Solid Waste Collection and Disposal

Trash, recycling, and green waste service in the City of Perris is provided by CR&R Environmental Services. In addition to normal trash collection, the County of Riverside also sponsors several hazardous waste collection events throughout the year. Waste is transported to the Perris Transfer Station and Materials Recovery Facility located at 1706 Goetz Road, approximately 4.6 miles southwest of the Project Site. At this facility, recyclable materials are separated from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid waste produced from this facility is transported to either the Badlands Landfill or El Sobrante Landfill.

The Project Site is located approximately 10.4 miles northeast of the Badlands Landfill located at 31125 Ironwood Avenue in the City of Moreno Valley. The landfill is a regional municipal solid waste landfill that is owned and operated by Riverside County. The Badlands Landfill has a total capacity of approximately 82,300,000 cubic yards, is permitted to accept a maximum of 5,000 tons per day, and, as of January 2019, has a remaining capacity of 7,800,000 cubic yards. As of June 2022, the permitted maximum tonnage is 5,000 tons per day. The landfill is expected to close in July 2059 (CalRecycle 2022).

The Project Site is located approximately 15 miles northeast of the El Sobrante Landfill located at 10910 Dawson Canyon Road in the City of Corona. The landfill is a regional municipal solid waste landfill that is owned and operated by USA Waste Services of California, Inc. The El Sobrante Landfill has a total capacity of 209,910,000 cubic yards, is permitted to accept 16,054 tons per day, and, as of April 2018, has a remaining capacity of 143,977,170 cubic yards. As of February 2020, the El Sobrante Landfill has a maximum permitted tonnage of 16,054 tons per day. The landfill is expected to close in January of 2051 (CalRecycle 2022).

### 4.14.2 Thresholds of Significance

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

- **Threshold 1:** Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- **Threshold 2:** Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple-dry years.
- **Threshold 3:** Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

- **Threshold 4:** Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- **Threshold 5:** Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

#### 4.14.3 Regulatory Requirements

Section 4.11 of the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR provides a complete discussion of the regulatory framework for the analysis of utilities and service systems impacts; regulations particularly relevant to the Project are presented above, in Regulatory Setting.

Certain regulations have been addressed in other sections of this EIR: the Clean Water Act and Perris Valley Master Drainage Plan are addressed in Section 4.9, Hydrology and Water Quality, and the California Green Building Standards Code (CALGreen, Part 11 of Title 24, California Code of Regulations) is discussed in Section 4.7, Greenhouse Gas Emissions.

**RR USS-1 Sewer Connection Fees.** Prior to the issuance of a certificate of occupancy, the Project Owner/Developer shall pay the applicable sewer connection fees to EMWD.

**RR USS-2 EMWD Water Efficient Guidelines.** The Project will be required to comply with shall be required to comply with the EMWD Water Efficient Guidelines for New Development which are in effect at the time of building permit issuance.

**RR USS-3 Water Connection Fees.** Prior to the issuance of a certificate of occupancy, the Project Proponent shall pay the applicable water connection fees to EMWD.

**RR USS-4 Solid Waste.** The Project Proponent shall comply with the requirements of AB 939 (California Integrated Waste Management Act of 1989), which requires waste diversion mandates. During construction and operation, the applicant shall achieve diversion of 50 percent of all solid waste through source reduction, recycling, and composting activities.

**RR HYD-1** Prior to grading plan approval and the issuance of a grading permit, the Project Owner/Developer shall provide evidence to the City that a Notice of Intent has been filed with the Regional Water Quality Control Board for coverage under the state National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of stormwater associated with construction activities.

**RR HYD-2** Prior to grading plan approval and the first issuance of a grading permit by the City, the Project Owner/Developer shall submit to the City of Perris a Storm Water Pollution

Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices (BMPs) to control sediment and nonvisible discharges from the site. BMPs to be implemented in the SWPPP may include (but shall not be limited to) the following:

- Sediment discharges from the site may be controlled by the following: sandbags; silt fences; straw wattles and temporary debris basins (if deemed necessary); and other discharge control devices. The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made when necessary as required by the SWPPP.
- No materials of any kind shall be placed in drainage ways.
- Materials that could contribute nonvisible pollutants to stormwater must be contained, elevated, and placed in temporary storage containment areas.
- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected per Regional Water Board standards to eliminate any discharge from the site. Stockpiles will be surrounded by silt fences.
- The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance.
- Additional BMPs and erosion-control measures will be documented in the SWPPP and used if necessary.
- The SWPPP will be kept on site for the entire duration of project construction and will also be available to the local Regional Water Board for inspection at any time.

In the event that it is not feasible to implement the above BMPs, the City of Perris can make a determination that other BMPs will provide equivalent or superior treatment either on or off site.

**RR HYD-3** Prior to issuance of grading permits, the Project Owner/Developer shall provide evidence to the City that the following provisions have been added to construction contracts for the Proposed Project:

- The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sediment-control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and submitted to the City for inspection. In addition, the Contractor will also be required to maintain an inspection log and have the log on site to be reviewed by the City of Perris and the representatives of the Regional Water Quality Control Board.

**RR HYD-4** Prior to grading plan approval and issuance of a grading permit by the City, the Project Owner/Developer shall receive approval from the City of Perris for a Final Water Quality Management Plan (Final WQMP). The Final WQMP shall specifically identify pollution prevention, site design, source control, and treatment control BMPs that shall be used on site to control predictable pollutant runoff to reduce impacts to water quality to the maximum extent practicable. Source control BMPs to be implemented in the Final WQMP may include (but shall not be limited to) those listed in Table G.1, Permanent and Operational Source Control Measures, of the Preliminary WQMP included in Appendix H of the Draft EIR. Treatment control BMPs shall include on-site detention/sand filtration basins to treat the site's runoff; these facilities shall be maintained and inspected at least twice per year and prior to October 1. Additional BMPs will be documented in the WQMP and used if necessary. In the event that it is not feasible to implement the BMPs identified in the Final WQMP, the City of Perris can make a determination that other BMPs shall provide equivalent or superior treatment either on or off-site.

#### **4.14.4 Environmental Impacts**

The following sections address various potential impacts relating to utilities and service systems 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 utilities and service systems. These Standards and Guidelines (summarized below) are incorporated as part of the Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections. There are no mitigation measures for utilities and service systems included in the PVCCSP EIR.

#### ***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**

- Trash and Recyclable Materials
- Waste Hauling

##### **4.2.7 Utilities**

- Utility Connections and Meters
- Pad-Mounted Transformers and Meter Box Locations
- Electrical, Telephone, CATV and Similar Service Wires and Cables
- Electrical Transmission Lines

- All Equipment Shall be Internalized

## **5.0 Off-Site Design Standards and Guidelines**

### **5.4 Off-Site Infrastructure Standards**

#### **5.4.1 Water Standards and Guidelines**

- Design Standards
- Water Supply Assessment
- Plan of Service
- Fire Protection
- Irrigation Water Demand
- Conservation Measures
- Inspection

#### **5.4.2 Sewer Standards and Guidelines**

- Design Standards
- Plan of Service

#### **5.4.4 Storm Drain Standards and Guidelines**

- Riverside County Flood Control and Water Conservation District Standard
- Collect and Discharge Storm Water
- On-Site Retention

## **6.0 Landscape Standards and Guidelines**

### **6.4 Irrigation and Water Conservation**

- Compliance with City of Perris Municipal Zoning Code, Chapter 19.70.020, “Water Conservation Requirements for New or Rehabilitated Landscapes.”

#### **4.14.4.1 Threshold USS-1: New or Expanded Utilities Facilities**

#### **4.14.4.2 Threshold USS-3: Wastewater Treatment Capacity**

### **Impact Analysis**

The PVCCSP EIR concludes that development in the Perris Valley Commerce Center (PVCC) area would result in increased water demand and wastewater generation. PVCCSP EIR also concludes that development of the PVCCSP would result in increased impervious surface and stormwater flows in the Specific Plan area. However, implementation of project-specific water and wastewater facilities, storm drain facilities, adherence to standard EMWD and City conditions relative to the design and installation of new water and wastewater infrastructure, and connections to existing infrastructure would ensure that no significant impacts would occur.

Further, the PVCCSP EIR concludes that the Perris Valley Regional Water Reclamation Facility has sufficient capacity to treat the wastewater generated within the PVCC area and impacts would be less than significant.

Water and wastewater services would be provided to the Project Site by the EMWD. The Project Applicant has obtained a “will serve” letter from the EMWD, indicating they can provide service to the Proposed Project without impacting their infrastructure.

### ***Domestic Water, Wastewater, and Recycled Water***

Water demand associated with the Proposed Project would consist of interior plumbing devices (i.e., sinks, toilets, faucets), outdoor landscape irrigation, and various industrial process systems. Based on the water usage assumptions presented in Table 4.11-D, Perris Valley Commerce Center Project Water Usage, of the PVCCSP EIR, the Project is anticipated to have a water demand of approximately 20.4 AFY.<sup>1</sup> This represents approximately 0.8 percent of the projected water usage for the entire Specific Plan area, which is approximately 2,671.5 AFY (Webb 2011).

The development of the Project would require construction of new water distribution lines on the Project Site’s development footprint. The final design and sizing of on-site facilities would accommodate the anticipated water demand (landscaping, potable, and fire flow) based on the proposed land use. 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. Installation of the proposed lateral connection has been included in the analyses of construction-related effects presented in this EIR.

### ***Wastewater Service***

Based on the wastewater generation factor of 1,700 gallons per day per acre (gpd/acre) for Light Industrial land use designations applied in the PVCCSP EIR (refer to Table 4.11-I, PVCC Projected Generation of Wastewater), the Project would generate approximately 46,325 gallons per day (approximately 0.05 million gallons per day); 27.25 net acres x 1,700 gpd/acre) of wastewater. As previously indicated, the on-site utility infrastructure would connect to existing utilities in the vicinity of the Project Site or new utility lines that would be installed within the public right-of-way adjacent to the Project Site. These on-site facilities would be sized to accommodate the wastewater generated by the Project. No new or expanded off-site sewer lines are required to serve the Project.

The EMWD owns and maintains the sanitary sewer system serving most of the City of Perris and its Sphere of Influence. The City of Perris Sewer District sewers discharge into EMWD trunk lines. EMWD trunk line sewers convey sewage from both EMWD and Perris Sewer District systems to the 300-acre Perris Valley Regional Water Reclamation Facility south of Case Road and west of the

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<sup>1</sup> 27.25 acres x 0.75 AFY (water demand factor for commercial/industrial uses)

I-215 Freeway. Sewage is processed at the Perris Valley Regional Water Reclamation Facility into biosolids that may be used for soil enrichment, and into recycled water.

The Perris Valley Regional Water Reclamation Facility produces tertiary-treated water and can store more than 2 billion gallons of recycled water for use. The Perris Valley Regional Water Reclamation Facility has an ultimate capacity of 100 million gallons per day and has been designed to meet the current and future demands of the region, as well as help to meet increasing demand for recycled water.

According to the PVCCSP EIR, development under the PVCCSP is estimated to generate 5,316,295 gallons of wastewater per day with the projected wastewater for Light Industrial projected at 3,121,676 gallons per day. The Proposed Project is consistent with the existing land use and zoning designations for the Project Site and therefore, would be consistent with the wastewater generation estimate.

While project implementation would result in more wastewater generation than existing conditions, the Project would be consistent with the maximum build out considered by the PVCCSP EIR. Therefore, the treatment capacity of the Perris Valley Regional Water Reclamation Facility would not be exceeded as a result of the Proposed Project or the Proposed Project's contribution to existing treatment commitments.

Environmental impacts from the construction of new or expanded facilities would be avoided by utilization of existing facilities, which are currently below capacity and are not expected to exceed capacity due to the demand from projects that are within the maximum build out of the PVCCSP, including the Proposed Project which is consistent with the existing land use and zoning designations for the Project Site. The Project would not result in an exceedance of capacity at the Perris Valley Regional Water Reclamation Facility. A determination of excess treatment capacity at the Perris Valley Regional Water Reclamation Facility takes into account current uses within the City and within the treatment plant's service boundaries. Additionally, the Project Applicant has obtained a "will serve" letter from the EMWD which indicates there is sufficient wastewater capacity to serve the Proposed Project. Thus, the treatment capacity of the Perris Valley Regional Water Reclamation Facility would be sufficient and would not require relocation or construction of new or expanded wastewater facilities and there would be a less than significant impact.

### ***Stormwater Conveyance Facilities***

As further discussed in Section 4.9 of this EIR, the Project would increase the amount of impervious surface on the Project Site. Considering that the Project Site is relatively small (27.9 gross acres) in relation to the total size of the groundwater basin, increased impervious surface areas of approximately 23.4 acres would have negligible impact on opportunity to recharge under the existing conditions.

The Proposed Project is expected to increase the peak flow rate as a result of the proposed improvements. However, the planned frontage storm drain facility along Placentia Avenue from the PVSD Channel (downstream limit) up to the intersection of Wilson Avenue (upstream limit), would be designed at a minimum to convey the ultimate buildout runoff from the Proposed Project and tributary flow contributing to the westerly Wilson Avenue. Therefore, an on-site flood control detention (based on the increase runoff detention criteria) would not be required. Additionally, the Proposed Project is situated in the Riverside County Watershed Action Plan Hydrologic Condition of Concern Exemption area approved on April 20, 2017, and the Project is considered exempt from the hydrologic condition of concern requirements.

In addition, the Project would be designed so that runoff from the Project Site is directed to on-site treatment-control BMPs and flow volumes exiting the site would be less than or equal to pre-development conditions. Accordingly, the Project would not contribute stormwater runoff to an existing stormwater drainage system that would exceed the system's available capacity.

The Proposed Project is within the PVCC area and the Perris Valley Master Drainage Plan area. The Project Site directly abuts the PVSD Channel along the eastern elevation. Existing stormwater runoff would discharge into directly into the PVSD Channel, eventually flowing in the San Jacinto River.

There is 0.65 acre of land reserved for the future expansion of the PVSD along the eastern elevation between the fence line around the proposed warehouse and the existing PVSD Channel. The Project Applicant also proposes to construct new curb and 6-inch gutters along Placentia Avenue to complement the existing gutters along Wilson Avenue (shown as Wilson Street on Parcel Map No. 6132). Additionally, the Project Applicant proposes to construct/install on-site catch basins (including landscape atrium drains), storm drain pipes, and BMPs, including a bioretention basin and proprietary modular wetland systems.

The Project's drainage characteristics would be similar to existing conditions. Runoff from the Project would be captured via proposed catch basins and conveyed via proposed storm drain pipes to the proposed on-site BMPs for stormwater quality management. Runoff from the BMPs would discharge into a proposed flood control facility along the Project's Placentia Avenue frontage to be constructed as part of the Project.

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. In order 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.

Each element of the Project's proposed stormwater drainage system is designed to accommodate anticipated stormwater flows from the Project Site underdeveloped conditions. The Project would be required to obtain a Construction General Permit and implement a WQMP. Consistency with these policies is typically determined through the submittal of stormwater control plans and WQMP to the City prior to issuance of grading permits. With implementation of a stormwater control plan consistent with Regional Water Quality Control Board requirements and compliance with City policies pertaining to stormwater and drainage, the Project would have a less than significant impact.

### ***Dry Utilities***

Southern California Edison would supply electric power to the Project Site and Charter Communications would supply communications and data. The Project Applicant has obtained a "will serve" letter from Southern California Edison indicating it can serve the electrical needs of the Proposed Project without impacts to its systems. Additionally, the Project Site is located in the natural gas service area of SoCalGas, which maintains local underground service lines in the City of Perris. Existing gas lines adjacent to the Project Site are located within adjacent roadways. Therefore, the Proposed Project would not require or result in the relocation or construction of new or electric power, natural gas, or telecommunications facilities and there would be a less than significant impact.

### **Significance of Impact**

Less Than Significant Impact.

#### **4.14.4.3 Threshold USS-2: Water Supply Availability**

### **Impact Analysis**

The Project Site is located within the EMWD service area, which would supply water to the Project. Section 4.11, Utilities and Service Systems, of the PVCCSP EIR discusses the following related regulations applicable to the analysis of water supply: the Water Conservation in Landscaping Act (Sections 13550-13556 of the California Water Code), the Urban Water Management Plan Act, California Water Supply Laws (preparation of a Water Supply

Assessment), the Water Conservation Act, the Riverside County Water Efficient Landscape Requirements Ordinance, EMWD Policies, and City of Perris General Plan measures.

In compliance with Sections 10910–10915 of the California Water Code (commonly referred to as SB 610 according to the enacting legislation), a Water Supply Assessment was prepared for the PVCCSP to assess the impact of development allowed by the PVCCSP on existing and projected water supplies. The EMWD approved this Water Supply Assessment in July 2011 and determined that existing and planned EMWD water supplies are sufficient to meet projected demands (City of Perris 2013). Subsequently, the EMWD adopted its updated 2020 Urban Water Management Plan, which contains more accurate projections for water supply and ability to serve uses within its service area, including the PVCC area. The Project would be developed within the PVCC area and is consistent with the PVCCSP land use and growth assumptions assumed in the Water Supply Assessment prepared for the PVCCSP.

Based on the water usage assumptions presented in Table 4.11-D, Perris Valley Commerce Center Project Water Usage, of the PVCCSP EIR, the Project is anticipated to have a water demand of approximately 20.4 AFY. This represents approximately 0.8 percent of the projected water usage for the entire Specific Plan area, which is approximately 2,671.5 AFY (Webb 2011).

The EMWD adopted its 2020 Urban Water Management Plan, which details the reliability of the EMWD's current and future water supply. The EMWD has four sources of water supply: imported water from MWD, local groundwater, desalinated groundwater, and recycled water. The EMWD has several planned projects that will increase regional supply reliability by increasing local supplies and decreasing demands for imported water from the MWD including increasing local groundwater banking, expanding the desalter program with the Perris II Desalter, and full utilization of recycled water through implementation of the EMWD Integrated Resource Plan. Additionally, the EMWD aggressively promotes the efficient use of water through implementation of local ordinances, conservation programs, and an innovative tiered pricing structure (EMWD 2021).

As discussed in the EMWD's 2020 Urban Water Management Plan, adequate water supplies are projected to be available to meet the EMWD's estimated water demand until at least 2045 under normal, historic single-dry, and historic multiple-dry year conditions. The EMWD's future year water demand forecasts are based on Southern California Association of Governments' regional projections, which rely on the adopted land use designations contained within the general plans that cover the geographic areas within the EMWD's service area. Because the Project would be consistent with the PVCCSP's land use designation for the site, the water demand associated with the Project was considered in the demand anticipated by the 2020 Urban Water Management Plan and analyzed therein. As stated above, the EMWD expects to have adequate water supplies to meet all its demands until at least 2045; therefore, the EMWD has sufficient water supplies available to

serve the Project from existing entitlements/resources and no new or expanded entitlements are needed. Additionally, the Project Applicant has obtained a “will serve” letter from the EMWD which indicates there is sufficient water supplies to serve the Proposed Project. Accordingly, potential impacts would be less than significant and mitigation is not required.

### **Significance of Impact**

Less Than Significant Impact.

#### **4.14.4.4 Threshold USS-4: Solid Waste Generation**

##### **Impact Analysis**

The PVCCSP EIR estimates that construction of future development under the PVCCSP would generate approximately 104,671.09 tons of solid waste over the 20-year construction period, which was determined to be approximately 0.10 percent of the combined annual capacity (i.e., yearly intake) of the Badlands and El Sobrante landfills (refer to Table 4.11-J, Estimated Construction-Related Solid Waste Generation and Contribution). The PVCCSP EIR concludes that, with the development of the PVCCSP, construction-related solid waste would not substantially contribute to exceeding the permitted capacity of these landfills. The PVCCSP EIR estimates that operation of future development under the PVCCSP would generate approximately 544,048.96 tons per year of solid waste, which was calculated to be approximately 10.65 percent of the combined annual capacity of the Badlands and El Sobrante landfills (refer to Table 4.11-K, Anticipated Solid Waste Generation and Contribution). The PVCCSP EIR concludes that, with the development under the PVCCSP, operational solid waste would not substantially contribute to exceeding the permitted capacity of the local infrastructure (Webb 2011).

##### ***Construction-Related Solid Waste***

Construction of the Project would result in the generation of construction-related waste, primarily consisting of discarded materials and packaging. Based on the U.S. Environmental Protection Agency’s new construction waste generation rate of 3.89 pounds per square foot for Light Industrial uses, as applied in the PVCCSP EIR, construction of the proposed 578,265 square feet concrete tilt-up warehouse building would generate approximately 1,124.7 tons of solid waste over the construction period, which represents approximately 1.6 percent of the estimated construction solid waste stream for the development of allowed Light Industrial uses within the PVCC area (70,009.81 tons) which was determined to be accommodated by the landfills serving the City (City of Perris 2009). The Project’s building construction is anticipated to begin in spring 2025 and to be completed by summer 2026. With an estimated construction period of 16 months, this would correspond to an average of approximately 3.47 tons of construction waste generated per day from building construction activity. The Badlands Landfill, accepts a maximum of 5,000 tons per day, and the El Sobrante Landfill, is permitted to accept 16,054 tons per day. The Project’s construction-

related solid waste represents approximately 0.07 percent of the Badlands Landfill maximum daily capacity and 0.02 percent of the El Sobrante Landfill maximum daily capacity.

However, based on more stringent requirements for waste reduction and diversion from landfills (65 percent per the Cal Green Code, as discussed under Threshold “e” below), it is anticipated the solid waste generated by the Project during construction that would be diverted to landfills would be reduced compared to the estimate in the PVCCSP EIR. Therefore, the disposal of construction-related solid waste associated with the Project would not exceed the permitted capacity of the Badlands or El Sobrante Landfills, and the impact would be less than significant. Therefore, the Project would result in a less than significant impact related to exceeding landfill capacity during construction.

### ***Operational Solid Waste***

Based on the operational solid waste disposal factor of 0.0108 tons/square feet/year for Light Industrial uses identified in the PVCCSP EIR, the Project’s industrial component would generate approximately 6,245.3 tons/year of solid waste requiring landfill disposal. The Project’s components represent approximately 1.1 percent of the estimated annual operation solid waste stream for the development of allowed uses in the PVCC area (544,048.96 tons/year), which was determined to be accommodated by the landfills serving the City. Based on this amount of annual solid waste generation the Project would generate approximately 17.1 tons of solid waste per day, which represents less than 1 percent of the excess daily capacity for both the Badlands Landfill and El Sobrante Landfill.

However, based on more stringent requirements for waste reduction and diversion from landfills, it is anticipated the solid waste generated by the Project during operation that would be diverted to landfills would be further reduced. Therefore, the disposal of operational solid waste associated with the Project would not exceed the permitted capacity of the Badlands or El Sobrante Landfills, and the impact would be less than significant.

### **Significance of Impact**

Less Than Significant Impact.

#### **4.14.4.5 Threshold USS-5: Compliance with Solid Waste Regulations**

### **Impact Analysis**

The PVCCSP EIR Initial Study concluded that the PVCCSP would comply with mandatory federal, state, and local management and reduction statutes and regulations related to solid waste and no impacts would occur.

Solid waste generated by the Proposed Project would be disposed of at a variety of landfills and transfer stations in Riverside County. Disposal of solid waste would be required to comply with all federal state, and local statutes and regulations related to solid waste. This would include

providing receptacles for green waste, recyclables, and garbage. Therefore, potential impacts associated with compliance with solid waste statutes and regulations would be less than significant, and no mitigation would be required.

### **Significance of Impact**

Less Than Significant Impact.

#### **4.14.5 Cumulative Impacts**

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

Consistent with the PVCCSP EIR, the geographic context for the Utilities and Service Systems cumulative impact analysis is the service area for the respective utility providers, or the service area for specific facilities (e.g., the Perris Valley Regional Water Reclamation Facility and landfills).

##### **4.14.5.1 Cumulative Threshold USS-1: New or Expanded Utilities Facilities**

##### **4.14.5.2 Cumulative Threshold USS-3: Wastewater Treatment Capacity**

The cumulative growth from the PVCCSP, including the Proposed Project, and other development in the City has been addressed by the City in the Perris General Plan EIR and by the EMWD in its Urban Water Management Plan process. The PVCCSP EIR determined that the physical environmental impacts associated with construction of new water and sewer facilities, as identified in the PVCCSP, which includes the Project, were less than significant. At such time that EMWD constructs its own expanded facilities, the EMWD will serve as its own lead agency under CEQA and will make their own CEQA determinations at the time they construct their planned facilities. As described in Section 4.11 of the PVCCSP EIR, there is adequate existing capacity to provide water and sewer service to the PVCCSP development.

As with the Proposed Project, individual cumulative development projects would require the construction of necessary infrastructure (water and wastewater lines, storm drain facilities, pump stations, dry utility infrastructure, and others) to serve the projects. However, the infrastructure needed for the Proposed Project would be limited to relatively small distribution and collection lines, which would occur within the Project's identified construction impact area. No new or expanded off-site infrastructure is required. The environmental impacts associated with the construction of these facilities have been addressed throughout this EIR and would be less than significant with mitigation. Therefore, the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with construction of utility infrastructure, consistent with the conclusions of the PVCCSP EIR.

The Perris Valley Regional Water Reclamation Facility has an existing capacity of 22 million gallons per day and a proposed ultimate capacity of 100 million gallons per day, and is poised to meet current and future demands of the region (EMWD 2021b). As such, there is adequate existing and proposed capacity to provide wastewater treatment for the Proposed Project and cumulative development. Therefore, the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with water treatment facilities, consistent with the conclusions of the PVCCSP EIR.

Cumulative development in the watershed would result in an increase in impervious surfaces in addition to changes in land use. Increased impervious surface areas would alter hydrologic conditions by increasing stormwater flows. As described in Section 4.11 of the PVCCSP EIR, with implementation of planned improvements included with the PVCCSP, there would be adequate existing capacity to accommodate stormwater runoff from the PVCCSP development. As with the Proposed Project, cumulative development projects that would result in increased stormwater runoff volumes would be required to address potential drainage system effects and to comply with existing regulations related to hydrology (as further described in Section 4.10 of this EIR) to ensure that project-specific storm drain facility improvements are provided to avoid adverse effects on the existing and planned regional stormwater drainage system.

Additionally, the utility providers for the Proposed Project, including, the EMWD, Southern California Edison, SoCalGas, and Charter Communications, have provided “will serve” letters indicating they can serve the Proposed Project without necessitating expansion of existing facilities.

The Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with storm drain facilities, consistent with the conclusions of the PVCCSP EIR.

#### **4.14.5.3 Cumulative Threshold USS-2: Water Supply Availability**

The Water Supply Assessment for the PVCCSP EIR analyzes the availability of the EMWD water supplies to serve its customers, with the addition of water demand from the Project. As discussed above, the Water Supply Assessment indicates that the EMWD would have adequate water supplies to meet the projected demands, which includes the Proposed Project, the demands are less than anticipated in the EMWD’s 2020 Urban Water Management Plan for the Project Site. Additionally, the Project Applicant has obtained a “will serve” letter from EWMD indicating there is sufficient water to provide for the Proposed Project. Thus, the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with water supply, consistent with the conclusions of the PVCCSP EIR.

#### **4.14.5.4 Cumulative Threshold USS-4: Solid Waste Generation**

Solid waste generated by the Project would represent nominal proportions of the daily disposal capacity at the Badlands and El Sobrante landfills. These solid waste facilities are currently projected to remain open and have sufficient daily capacity to handle solid waste generated by the Project and other cumulative developments both during construction and long-term operation. Further, the Proposed Project would adhere to regulations set forth in the Countywide Integrated Waste Management Plan and other local and state regulations (including AB 341 and AB 939) during both construction and long-term operations. Other cumulative development would also be required to comply with such regulations. Therefore, the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to solid waste disposal and compliance with regulations addressing the reduction of solid waste generation and disposal, consistent with the conclusions of the PVCCSP EIR.

#### **4.14.5.5 Cumulative Threshold USS-5: Compliance with Solid Waste Regulations**

As previously indicated, solid waste generated by the Proposed Project would be disposed of at a variety of landfills and transfer stations in Riverside County. Disposal of solid waste would be required to comply with all federal state, and local statutes and regulations related to solid waste. This would include providing receptacles for green waste, recyclables, and garbage. Therefore, potential cumulative impacts associated with compliance with solid waste statutes and regulations would be less than significant, and no mitigation would be required.

#### **4.14.6 Level of Significance Before Mitigation**

##### **4.14.6.1 Threshold USS-1: New or Expanded Utilities Facilities**

##### **4.14.6.2 Threshold USS-3: Wastewater Treatment Capacity**

The Proposed Project would not require new or expanded utilities. There is adequate capacity to treat the wastewater generated by the Proposed Project.

##### **4.14.6.3 Threshold USS-2: Water Supply Availability**

Sufficient water supplies would be available to serve the Proposed Project and reasonably foreseeable future development during normal, single-dry, and multiple-dry years.

##### **4.14.6.4 Threshold USS-4: Solid Waste Generation**

The Proposed Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure.

**4.14.6.5 Threshold USS-5: Compliance with Solid Waste Regulations**

The Proposed Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

**4.14.7 Mitigation Measures**

No mitigation measures are required because there were no significant impacts identified under the applicable thresholds.

**4.14.8 Level of Significance After Mitigation**

Not applicable.

## Chapter 5 Alternatives

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Section 15126.6 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) requires that an Environmental Impact Report (EIR) describe a reasonable range of alternatives to the proposed project that could feasibly attain most of the project objectives while avoiding or considerably reducing any of the significant impacts of the proposed project. In addition, a “No Project” Alternative must be analyzed in the document. The California Environmental Quality Act (CEQA) also requires that an environmentally superior alternative be identified from among the alternatives. The environmentally superior alternative is the alternative with the fewest or least severe adverse environmental impacts. When the No Project Alternative is the environmentally superior alternative, the EIR must also identify an environmentally superior alternative from among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)).

The CEQA Guidelines emphasize a common sense approach. The alternatives shall be reasonable, “foster informed decision making and public participation,” and focus on alternatives that avoid or substantially lessen the significant impacts (CEQA Guidelines Section 15126.6(a)). CEQA does not require that an EIR present the alternatives analysis in the same level of detail as the assessment of the Proposed Project and does not require that every conceivable alternative to a project be considered.

To develop a reasonable range of alternatives to the project, the (lead agency) considered:

- Project objectives
- Significant impacts of the Proposed Project
- Alternatives suggested during the scoping process
- Other alternatives considered

Through this process, the City of Perris identified five possible alternatives. Of these, two were dismissed from further consideration because they did not meet most project objectives or were not considered even potentially feasible, and three were identified as project alternatives to be evaluated, in addition to the No Project/No Development Alternative required by CEQA.

This chapter includes a description of how the project alternatives were developed, an evaluation of the alternatives in comparison to the Proposed Project, and identification of the environmentally superior alternative.

### 5.1 Summary of the Proposed Project

The process of identifying potential alternatives involves consideration of the objectives for the Proposed Project, which are described in Section 2.3, Project Objectives, in Chapter 2, Project Description, and restated below.

## 5.2 Project Objectives

The process of identifying potential alternatives involves consideration of the objectives for the Proposed Project, which are described in Section 2.2, Project Objectives, in Chapter 2, Project Description, and restated below:

1. Allow for the development of a professional, well-maintained and attractive light industrial warehousing complex that is compatible with nearby residential neighborhoods.
2. Develop industrial land uses at the Project Site consistent with the Perris Valley Commerce Center Specific Plan (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.

## 5.3 Significant and Unavoidable Impacts

Pursuant to CEQA Guidelines Section 15126.6(b), alternatives to the Proposed Project include those that avoid or substantially lessen any significant effects of the Proposed Project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly. Based on the analysis contained in Chapter 4, Environmental Analysis, the Proposed Project would not result in any significant and unavoidable adverse impacts.

## 5.4 Alternatives Considered But Rejected

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the Proposed Project. The two alternatives listed below were considered but rejected during the scoping/planning process based on one or more of the listed criteria: i) failure to meet most of the basic project objectives, ii) infeasibility, or iii) inability to avoid significant environmental impacts. (CEQA Guidelines Section 15126.6(c)).

The following section describes alternatives or alternative concepts that were given consideration by the lead agency but rejected from further analysis in the EIR.

### 5.4.1 Alternative Site

CEQA requires that the discussion of alternatives focus on alternatives to the Proposed Project or its location, which are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is determining whether any of the significant effects of the Proposed Project would be avoided or substantially lessened by developing the project at another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126.6[f][2][B]).

To meet a key Project objective to implement the PVCCSP through development of land uses allowed under the existing Light Industrial land use designation, the Alternative Site must be located within the Perris Valley Commerce Center (PVCC) area on a site designated for Light Industrial land uses. Further, any development within the PVCC area would be required to comply with the Standards and Guidelines outlined in the PVCCSP, and the applicable mitigation measures from the PVCCSP EIR, similar to the Proposed Project. Sites designated for Light Industrial development within the PVCC area are limited to the area shown on Figure 5-1, Perris Valley Commerce Center Specific Plan Land Use Designations. The sites designated for Light Industrial uses include currently developed sites and vacant land. It is not anticipated that a site currently developed with Light Industrial uses would be redeveloped to accommodate the Proposed Project. Additionally, if removal of existing uses was required to implement the Proposed Project at an alternative site, construction-related impacts (including air quality emissions) would be greater than the Proposed Project since the Project Site is currently undeveloped, and demolition would not occur.

Development of the Proposed Project at an alternative site within the PVCC area that is designated for Light Industrial uses would result in similar impacts to other industrial buildings similar in size within the PVCC area. The Proposed Project does not have significant and unavoidable impacts and development of the Proposed Project at an alternative site is not expected to reduce impacts.

As identified in the analysis presented in Section 4 of this EIR, with incorporation of PVCCSP Standards and Guidelines, PVCCSP EIR mitigation measures, regulatory requirements and Project-level mitigation measures, the Project would result in less than significant impacts or less than significant impacts with mitigation for construction-related, operational, and cumulative impacts related to 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 services systems. Under this alternative, impacts associated with these topics would be similar to the Proposed Project, depending on the characteristics of that particular alternative site, because development of the Proposed Project at an alternative site would have a similar construction impact

area, type of uses, and project size and would be subject to the same regulatory requirements, PVCCSP Standards and Guidelines, and mitigation measures.

Additionally, the Project Applicant does not own any other land in the PVCC area that would accommodate the Proposed Project and meet the Project objectives. CEQA does not require the consideration of sites not owned by the landowner or which could not be reasonably acquired by the landowner as alternatives to the Proposed Project (CEQA Guidelines Section 15126.6[f][1]).

In summary, development of the Proposed Project an alternative site in the PVCCSP area that is designated for Light Industrial uses would likely meet the Proposed Project objectives but would not substantially reduce or avoid significant unavoidable impacts related to the Proposed Project. Therefore, further analysis of an alternative site(s) in this EIR is not required.

#### **5.4.2 Single Dock – Placentia Avenue Access Alternative**

For the Single Dock – Placentia Avenue Access Alternative, there would be a 160,000-square-foot industrial warehouse with a net site area of 8.73 acres. There would be 96 parking stalls located at the north and south portions of the Project Site, 48 trailer stalls located at the western end of the Project Site, and 30 dock positions. The site plan for this alternative is shown in Figure 5-2, Single Dock – Placentia Avenue Access Alternative. When compared to the Proposed Project, there would be a reduction of 418,265 square feet of building space, 54 less parking stalls, 15 less trailer parking spaces, and 74 less dock doors.

The Single Dock – Placentia Avenue Access Alternative met the basic objectives of the Proposed Project, however when considering the economic viability of this alternative, specifically, expanding economic development and facilitating job creation/providing additional employment opportunities, both discussed under Project Objectives, above, this alternative would be infeasible. This alternative would provide for much less economic development and employment opportunities due to the 72 percent reduction in size based on the comparison of the square footages from the alternative versus the Proposed Project. As proposed, the Project does not currently have any significant and unavoidable impacts, therefore, though impacts may be reduced beyond what has been identified under the Proposed Project, both this Alternative and the Proposed Project would result in less than significant impacts overall. Therefore, this alternative was rejected from further consideration.

### **5.5 Analysis of Project Alternatives Selected for Evaluation**

The following alternatives are analyzed in this chapter:

- **Alternative 1:** No Project/No Development Alternative
- **Alternative 2:** No Specific Plan Amendment (SPA) Alternative
- **Alternative 3:** Reduced Intensity Alternative

These alternatives were determined to adequately represent the range of feasible alternatives required under CEQA for the Proposed Project. The No Project Alternative is included, as required by CEQA Guidelines Section 15126.6(e), even though it would not meet the basic project objectives.

### **5.5.1 Alternative 1: No Project/No Development Alternative**

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate a “no project” alternative to allow decision makers to compare the impacts of approving a project with the impacts of not approving that project. Section 15126.6(e)(3) of the CEQA Guidelines describes the two general types of no project alternative: (a) when the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the no project alternative would be the continuation of that plan and (b) when the project is other than a land use/regulatory plan (such as a specific development on an identifiable property), the no project alternative is the circumstance under which the project does not proceed. The Proposed Project is consistent with the PVCCSP land use designation for the site (i.e., Light Industrial). For this reason, this EIR assumes the No Project/No Development Alternative would result in no new development or other improvements within the Project Site. Therefore, under the No Project/No Development Alternative, the proposed development of 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.

#### **5.5.1.1 Impact Analysis**

##### **Aesthetics**

The No Project/No Development Alternative does not involve any development or change in the current condition of the Project Site. There would be no change to the visual quality or character of the Project Site or surrounding areas. Aesthetic changes associated with development of the Project Site would not occur with this alternative. Accordingly, although the Proposed Project would result in less than significant impacts associated with aesthetics, the No Project/No Development Alternative would result in no impacts.

##### **Air Quality**

The No Project/No Development Alternative would not involve any construction activities at the Project Site. Therefore, the construction-related air quality emissions resulting from the Proposed Project would not occur. Because there would be no development within the Project Site, construction-related and operational activities, and new traffic generated by the Proposed Project would not occur. Therefore, this alternative would avoid construction-related and operational air quality impacts that would occur with implementation of the Proposed Project. As such, no impacts associated with air quality would occur under this alternative.

## **Biological Resources**

The No Project/No Development Alternative would leave the Project Site in its existing condition. While this alternative would avoid permanent impacts to biological resources, including potential impacts to nesting birds and burrowing owls during construction, the Proposed Project's impacts would be less than significant with incorporation of mitigation measures. Accordingly, although the Proposed Project would result in less than significant biological resources impacts after implementation of mitigation measures, the No Project/No Development Alternative would eliminate the Proposed Project's potential impacts to biological resources and no mitigation would be required.

## **Cultural Resources**

No historic or known archeological resources were recorded in the Project Site, however mitigation would be incorporated to address the potential for resources to be uncovered during ground-disturbing activities. No impact to historic or known archeological resources would occur with implementation of the No Project/No Development Alternative or the Proposed Project as this alternative would not involve any excavation or grading activities. Therefore, the potential to discover previously unidentified archaeological resources is eliminated. With incorporation of mitigation measures, Project impacts to archaeological resources would be less than significant. This alternative would avoid the less than significant impacts to cultural resources resulting from implementation of the Proposed Project.

## **Energy**

The No Project/No Development Alternative would not involve any construction activities or new development in the Project Site. In the absence of construction activities and operation of the proposed uses, this alternative would require no demand for near-term or long-term energy or fuel use on the site. This alternative would avoid the Proposed Project's near- and long-term energy use and would avoid the Proposed Project's less than significant impacts.

## **Geology and Soils**

The No Project/No Development Alternative would leave the property in its existing condition. The No Project/No Development Alternative would not result in the construction of any new structures at the Project Site; accordingly, there would be no potential for this alternative to expose people or structures to safety risks associated with geologic hazards or result in significant adverse impacts to paleontological resources. This alternative would reduce the Proposed Project's less than significant impacts related to geology and soils.

## **Greenhouse Gas Emissions**

The No Project/No Development Alternative would not involve any construction activities or new development at the Project Site. In the absence of construction activities and operation of the

proposed uses (including traffic generation), this alternative would not generate GHG emissions. Although impacts were determined to be less than significant, the No Project/No Development Alternative would eliminate impacts related to GHG emissions that would be generated by the Proposed Project.

### **Hazards and Hazardous Materials**

Because no development would occur under the No Project/No Development Alternative, no new hazards would be introduced to the Project Site. Project impacts were determined to be less than significant related to hazards and hazardous materials, including those associated with the routine transportation, storage, and use of common household chemicals during the operation of the Proposed Project.

### **Hydrology and Water Quality**

Under the No Project/No Development Alternative, existing hydrology patterns and characteristics of the Project Site and water quality conditions would remain unchanged. The Proposed Project would result in an increase in impervious surfaces, which would increase the amount of storm water runoff from the Project Site and potentially increase the amount of pollutants entering the storm water. Each of these impacts—which would be less than significant for the Proposed Project through compliance with existing regulatory requirements—would be avoided under the No Project/No Development Alternative. Water quality impacts, including erosion and sedimentation, would be greater under this alternative because the site would not receive the benefits from the stormwater drainage and water quality filtration features that would be constructed as part of the Proposed Project. Accordingly, this alternative would result in greater impacts associated with hydrology and water quality when compared to the Proposed Project.

### **Land Use and Planning**

Under the No Project/No Development Alternative, there would be no change in the existing or planned conditions in the Project Site. This alternative would not result in any direct or indirect physical land use impacts. The Project Site has a City of Perris Comprehensive General Plan 2030 land use designation of PVCC SP – Perris Valley Commerce Center Specific Plan and is zoned Light Industrial under the PVCCSP. Therefore, the No Project/No Development Alternative would not implement the City’s General Plan and zoning designations for the Project Site, nor would it implement the PVCCSP zoning designation. Similarly, this alternative would not be consistent with goals and policies of the Land Use Element of the General Plan related to commerce and industry to provide jobs for residents at all economic levels. However, since no development would occur on the Project Site, no impacts related to land use are associated with this alternative.

The No Project/No Development Alternative would not involve any development and would not conflict with regional planning programs addressing operations at March Air Reserve Base/Inland

Port Airport, nor would it conflict with Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (SCAG). Development of the Proposed Project would also not conflict with these regional planning programs.

### **Noise**

The No Project/No Development Alternative would not involve any grading or construction activities. Therefore, noise and vibration effects associated with these construction activities would not occur under this alternative. However, the construction-related noise impacts from the Proposed Project would be less than significant. Additionally, the increase in long-term, traffic-related, and operational noise levels associated with the Proposed Project would not occur. Therefore, this alternative would result in no impact related to noise.

### **Transportation**

The No Project/No Development Alternative would not change the existing circulation conditions because no new development would occur in the Project Site and because circulation improvements proposed with the Proposed Project would not be implemented (including roadway and sidewalk improvements). No long-term (operational) vehicular trips would be generated under the No Project/No Development Alternative. The Proposed Project would have less than significant impacts related to consistency with plans and programs addressing circulation, VMT, potential hazards, and emergency access. However, since no development would occur under this alternative, no impacts to transportation would occur.

### **Tribal Cultural Resources**

The No Project/No Development Alternative would leave the property in its existing condition. No grading would occur under this alternative and there would be no potential impacts to Tribal Cultural Resources that may be buried beneath the ground surface. This alternative would avoid all new disturbances and would avoid the potential for Proposed Project construction activities to damage buried Tribal Cultural Resources, although Proposed Project impacts would also be less than significant with implementation of the identified mitigation measures.

### **Utilities and Service Systems**

The No Project/No Development Alternative would not place any new demands on local and regional utilities and service systems because no new development would occur. Under this alternative, no new utilities would be constructed, and no physical impacts would result. Although the Proposed Project would have less than significant impacts to utilities and services systems, including impacts related to solid waste management, implementation of this alternative would result in no impacts associated with utilities and service systems.

### **5.5.1.2 Avoid or Substantially Lessen the Significant Impacts of the Project**

Because no development would occur under the No Project/No Development Alternative, less than significant impacts resulting from the Proposed Project for the following environmental topics would be avoided: aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, land use and planning, transportation, Tribal Cultural Resources, and utilities and service systems. However, as discussed below, this alternative would not attain any of the Project Objectives established for the Proposed Project.

### **5.5.1.3 Ability to Meet Project Objectives**

The No Project/No Development Alternative would not involve any development at the Project Site. This alternative would not attain any of the Project Objectives identified above in Section 5.2, including implementation of the City of Perris General Plan nor the PVCCSP's goals and policies relevant to the Project Site and planned light industrial development.

## **5.5.2 Alternative 2: No Specific Plan Amendment (SPA) Alternative**

The Proposed Project includes an amendment to the PVCCSP in order to vacate and remove a non-developed planned street and Murrieta Road between Placentia Avenue and the Perris Valley Storm Drain. This alternative provides a site plan consistent with the PVCCSP in order to avoid an amendment to the PVCCSP. 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. A site plan for the No SPA Alternative is shown on Figure 5-3, No Specific Plan Amendment (SPA) Alternative.

### **5.5.2.1 Impact Analysis**

#### **Aesthetics**

Similar to the Proposed Project, development of the No SPA Alternative would alter the existing visual condition of the Project Site through the introduction of development on a previously vacant, undeveloped site. Although the building footprint would be slightly smaller, it is expected that the overall visual appearance under this alternative would be similar to the Proposed Project and would not represent a significant impact. As with the Proposed Project, the development associated with the Single Building Site Plan Alternative would comply with County of Riverside Ordinance No. 655, which addresses nighttime lighting that could affect the Palomar Observatory. With incorporation of the mitigation measure for construction lighting, the Single Building Site Plan Alternative would have similar, less than significant impacts as the Proposed Project related to aesthetics.

## **Air Quality**

As with the Proposed Project, development of the No SPA Alternative would result in less than significant impacts related to sensitive receptors including health risk because with the reduction in square footage to 504,500 square feet from 578,265 square feet, the total trip generation would be slightly lower than that for the Proposed Project. Therefore, localized emissions of diesel particulate matter and toxic air contaminants would be slightly reduced. As with the Proposed Project, the Single Building Site Plan Alternative would be consistent with the vehicular trips anticipated in the Air Quality Management Plan (AQMP), thereby resulting in a less than significant impact related to consistency with the AQMP.

With the net site area reducing from 27.25 acres under the Proposed Project to 25.64 acres under the No SPA Alternative, implementation of the No SPA Alternative would have a slightly smaller construction impact area as the Proposed Project. The construction assumptions with respect to the intensity of construction would be similar. Therefore, construction emissions and associated impacts would be less than significant, similar to the Proposed Project.

Because the building operations with the Proposed Project would be reduced with the No SPA Alternative, total operational emissions (which include area, energy, mobile, and on-site cargo handling equipment sources) would be similar, though slightly reduced, as compared to the Proposed Project due to the approximately 13 percent reduction in square footage. As with the Proposed Project, operational regional emissions generated with the No SPA Alternative would not exceed the South Coast AQMD thresholds of significance. Therefore, although the amount of emissions would be similar, though slightly reduced, operational emissions and associated impacts under this alternative would be less than significant, similar to the Proposed Project.

## **Biological Resources**

The No SPA Alternative would involve a similar construction impact area as the Proposed Project. Therefore, this alternative would result in the same temporary and/or permanent impacts to biological resources (including potential impacts to nesting birds, and Burrowing Owls) as with the Proposed Project. With incorporation of mitigation measures, potential impacts to biological resources would be less than significant with both the No SPA Alternative and the Proposed Project.

## **Cultural Resources**

There are no historic or known archeological resources in the Project Site. Therefore, no impact to historic or known archeological resources would occur with implementation of the No SPA Alternative or the Proposed Project. The No SPA Alternative would involve a similar construction impact area as the Proposed Project. Therefore, this Alternative would result in the same potential impacts to unknown archaeological resources as the Proposed Project. With incorporation of the

applicable mitigation measures, the No SPA Alternative would have similar impacts as the Proposed Project related to cultural resources.

## **Energy**

Implementation of the No SPA Alternative would result in slightly lower energy demand during construction compared to the Proposed Project because of the overall reduction in building size. The No SPA Alternative would involve development of two industrial buildings totaling 504,500 square feet, which is 73,765 square feet less than the Proposed Project. This alternative would result in slightly reduced energy demand during operational activities. Therefore, the No SPA Alternative would have slightly reduced energy impacts than the Proposed Project. However, overall the No SPA Alternative would have similar impacts as compared to the Proposed Project related to energy, since the decrease would be negligible.

## **Geology and Soils**

The No SPA Alternative would involve the same construction impact area as the Proposed Project. Therefore, this alternative would result in the same potential impacts related to geology and soils and seismic hazards as the Proposed Project. With adherence to applicable building codes and incorporation of the recommendations from the site-specific geotechnical studies, the Proposed Project would not expose people or structures to substantial safety risks associated with geologic hazards. Further, because the construction impact area would be the same as the Proposed Project, this alternative would also have the potential to impact subsurface paleontological resources and the impact would be reduced to a less than significant level with mitigation. Therefore, with incorporation of mitigation measures, and adherence to applicable regulations, geology and soils impacts would be less than significant with implementation of the No SPA Alternative and the Proposed Project.

## **Greenhouse Gas Emissions**

Implementation of the No SPA Alternative would result in lower energy demand during construction as compared to the Proposed Project because of the reduction in building area. This alternative would also result in reduced emissions from all operational GHG sources because the emissions from each source would vary in direct proportion to the building size. Therefore, the No SPA Alternative would have slightly lower GHG emission impacts than the Proposed Project. As with the Proposed Project, the GHG emissions under this alternative would be below the 10,000 MTCO<sub>2</sub>e per year threshold of significance and be considered less than significant.

## **Hazards and Hazardous Materials**

Neither implementation of the No SPA Alternative nor the Proposed Project would result in a significant impact related to hazards or hazardous materials. Based on the location and condition of the Project Site, the No SPA Alternative and the Proposed Project would have no impact

associated with hazardous emissions within 0.25 mile of a school, location on a hazardous materials site, or wildland fire. Land uses that would occur on-site under the No SPA Alternative would have a similar potential to handle and store hazardous materials as the Proposed Project, and emergency response/evacuation. With incorporation of mitigation measures and mandatory regulatory compliance, both the No SPA Alternative and the Proposed Project would pose a less than significant hazard to the public or the environment related to hazards and hazardous materials.

### **Hydrology and Water Quality**

The No SPA Alternative would involve development of the same area that would occur with implementation of the Proposed Project. Therefore, this alternative would result in similar impacts related to hydrology and water quality as the Proposed Project. Similar to the Proposed Project, development under this alternative would increase the amount of storm water runoff and alter existing drainage patterns due to the increase in the amount of impervious surfaces. As with the Proposed Project, application of Best Management Practices (BMPs) and other regulatory requirements would ensure that impacts to hydrology and storm drain infrastructure are less than significant. An on-site storm drain system would be constructed to detain flows such that they are released from the site at near pre-development levels and would not result in impacts to storm drain facilities or flooding. As with the Proposed Project, with the incorporation of applicable regulatory requirements, the No SPA Alternative would have similar, less than significant impacts as the Proposed Project related to hydrology and flooding.

As with the Proposed Project, the No SPA Alternative would not involve excavation at depths that would encounter groundwater and would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

As with the Proposed Project, the No SPA Alternative would result in surface runoff after Project implementation. Surface runoff from a developed condition (with either this alternative or the Proposed Project) would have a different composition in comparison to the existing condition, which is undeveloped. This runoff is likely to include a similar amount and type of pollutants commonly found in urban runoff. The Proposed Project and this alternative would be required to comply with applicable regulations related to water quality, including, but not limited to the Municipal Separate Storm Sewer (MS4) and National Pollutant Discharge Elimination System (NPDES) permit requirements, which would minimize potential short-term, construction-related and long-term, operational water quality impacts. With adherence to applicable regulatory requirements, the No SPA Alternative would have similar, less than significant impacts, as compared to the Proposed Project related to water quality during construction and operation.

### **Land Use and Planning**

The City of Perris General Plan land use and zoning designation for the Project Site is PVCC SP - Perris Valley Commerce Center Specific Plan. The PVCCSP land use designation for the Project

Site is Light Industrial. As with the Proposed Project, the No SPA Alternative would result in the development of an industrial project. Under this alternative, the Project Site would be developed in compliance with the relevant Standards and Guidelines outlined in the City of Perris General Plan and zoning code and would not result in significant land use impacts, as with the Proposed Project. The development of a 504,500-square-foot industrial building at the Project Site would be consistent with the relevant goals and policies of the City of Perris General Plan and the PVCCSP. Additionally, the No SPA Alternative would provide a positive impact as it would not include the amendment to the PVCCSP in order to vacate and remove the non-developed planned street and Murrieta Road between Placentia Avenue and the Perris Valley Storm Drain Channel. The Alternative would remain consistent with the PVCCSP.

The No SPA Alternative would not conflict with regional planning programs addressing operations at March Air Reserve Base/Inland Port Airport (March ARB/IPA), nor would it conflict with SCAG's Connect SoCal. Development of the Project would also not conflict with these regional planning programs.

### **Noise**

Construction and off-site noise impacts related to this alternative would be less than what is anticipated for the Proposed Project, though both would still remain less than significant.

Based on the operational noise modeling conducted for this alternative, Proposed Project operation is expected to range between 41 and 49 dBA CNEL at the nearby receivers and would not exceed the City's General Plan land use compatibility criteria of 60 dBA CNEL at residential land uses. Therefore, the impact under this alternative, like the Proposed Project, would be less than significant.

### **Transportation**

As with the Proposed Project, this alternative would incorporate applicable City standards related to transportation and circulation, including construction of adjacent roadways and access improvements necessary to serve the Proposed Project, and construction of improvements to encourage pedestrian and bicycle travel, and transit use. The No SPA Alternative and the Proposed Project would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system; would not create hazards through design; and would not result in inadequate emergency access. As with the Proposed Project, these potential impacts under this alternative would remain less than significant.

Construction and operation-related vehicle truck trips would be reduced under the No SPA Alternative. Trip generation is based on land uses and its associated square footage. This would result in a corresponding decrease in overall VMT and proportional decrease in employees. Therefore, the resulting VMT per employee would be similar to the Proposed Project since it is based on Project generated VMT divided by number of employees. As a result, the No SPA

Alternative would generate a similar VMT per capita, though below the City's threshold. However, with regards to trip generation, the No SPA Alternative would result in an approximate 12.76 percent reduction when compared to the Proposed Project. This alternative would result in slightly fewer vehicle and truck trips compared to the Proposed Project (approximately 913 daily trips compared to 1,047 daily trips with the Proposed Project).

### **Tribal Cultural Resources**

The No SPA Alternative would involve the same construction impact area as the Proposed Project. Although there are no known Tribal Cultural Resources within the Project Site, this alternative would result in the same potential impacts to Tribal Cultural Resources within the Project Site as the Proposed Project, should they be present. With incorporation of mitigation measures, the No SPA Alternative would have similar, less than significant impacts as the Proposed Project related to Tribal Cultural Resources.

### **Utilities and Service Systems**

As with the Proposed Project, the No SPA Alternative would increase the water demand, wastewater generation, and electric demand at the Project Site compared to existing conditions where the site is undeveloped. Additionally, as discussed above under Hydrology and Water Quality, the No SPA Alternative would involve development of the same area that would occur with implementation of the Proposed Project and would generate a similar amount of storm water runoff. Although the total building area would be reduced, the overall utility infrastructure needed to serve the No SPA Alternative would be comparable to that of the Proposed Project and would be located within the same construction impact area. Therefore, as with the Proposed Project, the No SPA Alternative would have similar, less than significant impacts as the Proposed Project related to the installation of utility infrastructure.

Due to the slightly decreased building area, the No SPA Alternative would have similar, though slightly reduced, water demand and wastewater generation as compared to the Proposed Project. Therefore, the Eastern Municipal Water District (EMWD) would have sufficient water to serve the No SPA Alternative. Similarly, there would be adequate capacity in the EMWD wastewater treatment facilities to treat wastewater generated. The No SPA Alternative and Proposed Project would have less than significant impacts related to water supply and wastewater treatment.

As with the Proposed Project, construction and operation of industrial uses under the No SPA Alternative would comply with applicable local and state regulations related to solid waste management and diversion of solid waste from landfills. The No SPA Alternative and Proposed Project would have less than significant impacts related to solid waste.

### 5.5.2.2 Avoid or Substantially Lessen the Significant Impacts of the Project

Due to the slight reduction in building size and net site area with the No SPA Alternative, there would be a related small reduction in average daily trip generation, including truck trips. However, as the No SPA Alternative would not involve an amendment to the PVCCSP with regard to vacating and removing the non-developed planned street and Murrieta Road between Placentia Avenue and the Perris Valley Storm Drain Channel, potential impacts would be less than what is anticipated under the Proposed Project as it would provide consistency with the PVCCSP.

For all other topical areas, similar or slightly reduced impact levels would occur with the No SPA Alternative as compared to the Proposed Project.

### 5.5.2.3 Ability to Meet Project Objectives

1. **Allow for the development of a professional, well-maintained and attractive light industrial warehousing complex that is compatible with nearby residential neighborhoods.** The No SPA Alternative would attain this objective.
2. **Develop industrial land uses on the Project Site consistent with the Perris Valley Commerce Center Specific Plan policies and objectives.** The No SPA Alternative would attain this objective.
3. **Provide additional employment opportunities for area residents consistent with SCAG's Connect SoCal 2024 Plan which promotes a balance of job and housing opportunities in local areas to reduce long commutes from home to work.** The No SPA Alternative would attain this objective.
4. **Provide additional industrial warehousing opportunities adjacent to designated truck routes within the City of Perris.** The No SPA Alternative would attain this objective.
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.** The No SPA Alternative would attain this objective.
6. **Revitalize the Project Site by transitioning from vacant, undeveloped land to a modern-day commerce center.** The No SPA Alternative would attain this objective.

### 5.5.3 Alternative 3: Placentia Access/Reduced Intensity Alternative

The purpose of the Reduced Intensity Alternative is to reduce the potential impacts of the Proposed Project related to GHG emissions and VMT impacts, which are primarily associated with vehicular trips. These impacts were found to be less than significant under the Proposed Project.

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. Refer to Figure 5-4, Reduced Intensity Alternative for this alternative's site plan.

This alternative represents a reduction of approximately 34 percent (34%) of building square footage as compared to the Proposed Project. This alternative provides for 17 more parking stalls, 42 less trailer stalls, and 40 less dock positions when compared to the Proposed Project.

The configuration of the buildings is not relevant to the analysis of potential GHG emissions and VMT impacts. This analysis is solely related to the volume of traffic, which correlates to GHG emissions from automobile and truck trips. However, for purposes of analysis, it is assumed that the buildings would have a similar configuration as the Proposed Project and that other components of the Proposed Project related to access, landscaping, infrastructure, and other amenities would be the same.

Relevant to this alternatives analysis is the amount of average daily trip (ADT) generation. Applying the trip generation calculations for the Proposed Project (as presented in Table 4.12-1, Project Trip Generation, in Section 4.12, Transportation), the Reduced Intensity Alternative would result in a net reduction in ADT compared to the Proposed Project. This alternative would result in approximately 691 ADT compared to 1,047 ADT with the Proposed Project.

### **5.5.3.1 Impact Analysis**

#### **Aesthetics**

Similar to the Proposed Project, development of the Reduced Intensity Alternative would alter the existing visual condition of the Project Site through the introduction of development on a previously vacant, undeveloped site. Although the building footprint would be approximately 34 percent smaller, it is expected that the overall visual appearance under this alternative would be similar, though reduced to some extent, to the Proposed Project and would not represent a significant impact. As with the Proposed Project, the development associated with the Reduced Intensity Alternative would comply with County of Riverside Ordinance No. 655, which addresses nighttime lighting that could affect the Palomar Observatory. With incorporation of the mitigation measure for construction lighting, the Reduced Intensity Alternative would have slightly reduced impacts as the Proposed Project related to aesthetics.

#### **Air Quality**

As with the Proposed Project, development of the Reduced Intensity Alternative would result in less than significant impacts related to sensitive receptors including health risk because the total trip generation would be approximately 34 percent lower than that for the Proposed Project. Therefore, localized emissions of diesel particulate matter and toxic air contaminants would be reduced. As with the Proposed Project this alternative would be consistent with the vehicular trips anticipated in the Air Quality Management Plan (AQMP), thereby resulting in a less than significant impact related to consistency with the AQMP.

Implementation of the Reduced Intensity Alternative would affect the same construction impact area as the Proposed Project, and the construction assumptions with respect to the intensity of construction would be similar. Therefore, construction emissions and associated impacts would be less than significant, similar to the Proposed Project.

Because the building operations with the Proposed Project would be reduced with the Reduced Intensity Alternative, total operational emissions (which include area, energy, mobile, and on-site cargo handling equipment sources) would be lower than the Proposed Project due to the 198,825-square-foot reduction in the size of the buildings. Operational emissions would be reduced by approximately 34 percent consistent with the reduction in building size and trip generation (which is calculated based on building size). As with the Proposed Project, operational regional emissions generated with the Reduced Intensity Alternative would not exceed the South Coast AQMD thresholds of significance. Therefore, although the amount of emissions would be reduced, operational emissions and associated impacts would be less than significant, similar to the Proposed Project.

### **Biological Resources**

The Reduced Intensity Alternative would involve the same construction impact area as the Proposed Project. Therefore, this alternative would result in the same temporary and/or permanent impacts to biological resources (including potential impacts to nesting birds and Burrowing Owls) as with the Proposed Project. With incorporation of the mitigation measures, potential impacts to biological resources would be less than significant with both this Alternative and the Proposed Project.

### **Cultural Resources**

There are no historic or known archeological resources within the Project Site. Therefore, no impact to historic or known archeological resources would occur with implementation of either the Reduced Intensity Alternative or the Proposed Project. This alternative would involve the same construction impact area as the Proposed Project. Therefore, this alternative would result in the same potential impacts to unknown archaeological resources as the Proposed Project. With incorporation of the applicable mitigation measures, the Reduced Intensity Alternative would have similar impacts as the Proposed Project related to cultural resources.

### **Energy**

Implementation of the Reduced Intensity Alternative would result in lower energy demand during construction compared to the Proposed Project because of the overall reduction in building size. This alternative would involve development of one industrial building totaling 379,440 square feet, which is 198,825 square feet less than the Proposed Project. This alternative would result in reduced energy demand during operational activities. Therefore, the Reduced Intensity Alternative

would have reduced energy impacts as compared to the Proposed Project. This alternative would have less than significant impacts as compared to the Proposed Project related to energy.

### **Geology and Soils**

The Reduced Intensity Alternative would involve the same construction impact area as the Proposed Project. Therefore, this alternative would result in the same potential impacts related to geology and soils and seismic hazards as the Proposed Project. With adherence to applicable building codes and incorporation of the recommendations from the site-specific geotechnical studies, the Proposed Project would not expose people or structures to substantial safety risks associated with geologic hazards. Further, because the construction impact area would be the same as the Proposed Project, this alternative would also have the potential to impact subsurface paleontological resources and the impact would be reduced to a less than significant level with mitigation. Therefore, with incorporation of mitigation measures, and adherence to applicable regulations, geology and soils impacts would be less than significant with implementation of the Reduced Intensity Alternative and the Proposed Project.

### **Greenhouse Gas Emissions**

Implementation of the Reduced Intensity Alternative would result in lower energy demand during construction compared to the Proposed Project because of the reduction in building size. This alternative would also result in reduced emissions from all operational GHG sources because the emissions from each source would vary in direct proportion to the building size. Total operational emissions with mitigation (which include energy, mobile, solid waste, and water consumption sources) for this alternative would be approximately 4,103.77 MTCO<sub>2e</sub> per year (compared to 6,217.83 MTCO<sub>2e</sub> per year with the Proposed Project). Therefore, the Reduced Intensity Alternative would have lower GHG emission impacts than the Proposed Project. Therefore, like the Proposed Project, the GHG emissions under this alternative would be below the 10,000 MTCO<sub>2e</sub> per year threshold of significance and be considered less than significant.

### **Hazards and Hazardous Materials**

Neither implementation of the Reduced Intensity Alternative nor the Proposed Project would result in a significant impact related to hazards or hazardous materials. Based on the location and condition of the Project Site, the Reduced Intensity Alternative and the Proposed Project would have no impact associated with hazardous emissions within 0.25 mile of a school, location on a hazardous materials site, or wildland fire. Land uses that would occur on-site under the Reduced Intensity Alternative would have a similar potential to handle and store hazardous materials as the Proposed Project, and similar impacts related to hazards associated with March ARB/IPA, and emergency response/evacuation. With incorporation of the applicable PVCCSP EIR mitigation measures and mandatory regulatory compliance, both this alternative and the Proposed Project

would pose a less than significant hazard to the public or the environment related to hazards and hazardous materials.

### **Hydrology and Water Quality**

The Reduced Intensity Alternative would involve development of the same area that would occur with implementation of the Proposed Project. Therefore, this alternative would result in similar impacts related to hydrology and water quality as the Proposed Project. Similar to the Proposed Project, development under this alternative would increase the amount of storm water runoff and alter existing drainage patterns due to the increase in the amount of impervious surfaces. As with the Proposed Project, application of BMPs and other regulatory requirements would ensure that impacts to hydrology and storm drain infrastructure are less than significant. An on-site storm drain system would be constructed to detain flows such that they are released from the site at near pre-development levels and would not result in impacts to storm drain facilities or flooding. As with the Proposed Project, with the incorporation of applicable regulatory requirements, the Reduced Intensity Alternative would have similar, less than significant impacts as the Proposed Project related to hydrology and flooding.

As with the Proposed Project, the Reduced Intensity Alternative would not involve excavation at depths that would encounter groundwater and would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

As with the Proposed Project, the Reduced Intensity Alternative would result in surface runoff after Project implementation. Surface runoff from a developed condition (with either this alternative or the Proposed Project) would have a different composition in comparison to the existing condition, which is undeveloped. This runoff is likely to include a similar amount and type of pollutants commonly found in urban runoff. The Proposed Project and this alternative would be required to comply with applicable regulations related to water quality, including, but not limited to the MS4 and NPDES permit requirements, which would minimize potential short-term, construction-related and long-term, operational water quality impacts. With adherence to applicable regulatory requirements, the Reduced Intensity Alternative would have similar, less than significant impacts, as compared to the Proposed Project related to water quality during construction and operation.

### **Land Use and Planning**

The PVCCSP land use and zoning designation for the Project Site is Light Industrial. As with the Proposed Project, the Reduced Intensity Alternative would result in the development of an industrial project. Under this alternative, the Project Site would be developed in compliance with the relevant Standards and Guidelines outlined in the City of Perris General Plan and PVCCSP and would not result in significant land use impacts, as with the Proposed Project. The development of a 379,440-square-foot industrial building at the Project Site would be consistent

with the relevant goals and policies of the City of Perris General Plan and PVCCSP. The Reduced Intensity Alternative would have similar, less than significant, impacts as the Proposed Project related to land use and planning.

The Reduced Intensity Alternative would not conflict with regional planning programs addressing operations at March ARB/IPA, nor would it conflict with SCAG's Connect SoCal. Development of the Project would also not conflict with these regional planning programs.

### **Noise**

Because construction activities would be similar, implementation of the Reduced Intensity Alternative would result in similar noise impacts during construction as the Proposed Project. Construction noise impacts would be less than significant, similar to the Proposed Project.

As identified previously, the Reduced Intensity Alternative would generate fewer Project-generated trips than the Proposed Project. The volume of trucks on the designated truck routes, would be lower than the Proposed Project, thereby reducing off-site noise levels from trucks. As with the Proposed Project, off-site traffic noise impacts would be less than significant with the Reduced Intensity Alternative but reduced compared to the Proposed Project.

The Reduced Intensity Alternative would reduce the truck activity at the building loading docks compared to what would occur with the Proposed Project, thereby reducing operational noise potentially impacting nearby sensitive noise receivers. Therefore, this alternative would have a less than significant impact related to operational noise as with the Proposed Project but reduced compared to the Proposed Project.

### **Transportation**

As with the Proposed Project, this alternative would incorporate applicable City standards related to transportation and circulation, including construction of adjacent roadways and access improvements necessary to serve the Proposed Project, and construction of improvements to encourage pedestrian and bicycle travel, and transit use. The Reduced Intensity Alternative and the Proposed Project would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system; would not create hazards through design; and would not result in inadequate emergency access. As with the Proposed Project, these potential impacts under this alternative would remain less than significant.

Construction and operation-related vehicle truck trips would be reduced under this alternative and would decrease by approximately 34 percent. Trip generation is based on land uses and its associated square footage. This would result in a corresponding decrease in overall VMT and proportional decrease in employees. Therefore, the resulting VMT per employee would be similar to the Proposed Project since it is based on Project generated VMT divided by number of employees. As a result, the

Reduced Intensity Alternative would generate a similar VMT per capita, though below the City's threshold of significance. However, with regards to trip generation, the Reduced Intensity Alternative would result in fewer vehicle and truck trips compared to the Proposed Project (691 ADT compared to 1,047 ADT with the Proposed Project).

### **Tribal Cultural Resources**

The Reduced Intensity Alternative would involve the same construction impact area. Although there are no known Tribal Cultural Resources within the Project area, this alternative would result in the same potential impacts to Tribal Cultural Resources within the Project area as the Proposed Project, should they be present. With incorporation of mitigation measures, this alternative would have similar, less than significant impacts as the Proposed Project related to Tribal Cultural Resources.

### **Utilities and Service Systems**

As with the Proposed Project, the Reduced Intensity Alternative would increase the water demand, wastewater generation, and electricity demand at the Project Site compared to existing conditions where the site is undeveloped. Additionally, as discussed above under Hydrology and Water Quality, this alternative would involve development of the same area that would occur with implementation of the Proposed Project and would generate a similar amount of storm water runoff. Although the total building area would be reduced, the overall utility infrastructure needed to serve the Reduced Intensity Alternative would be the same as the Proposed Project and would be located within the same construction impact area. Therefore, as with the Proposed Project, the Reduced Intensity Alternative would have similar, less than significant impacts as the Proposed Project related to the installation of utility infrastructure.

Due to the decreased building area, the Reduced Intensity Alternative would have reduced water demand and wastewater generation as compared to the Proposed Project. Therefore, the EMWD would have sufficient water to serve the Reduced Intensity Alternative. Similarly, there would be adequate capacity in the EMWD wastewater treatment facilities to treat wastewater generated by the Reduced Intensity Alternative. The Reduced Intensity Alternative and Proposed Project would have less than significant impacts related to water supply and wastewater treatment.

As with the Proposed Project, construction and operation of industrial uses under the Reduced Intensity Alternative would comply with applicable local and state regulations related to solid waste management and diversion of solid waste from landfills. The Reduced Intensity Alternative and Proposed Project would have less than significant impacts related to solid waste.

### 5.5.3.2 Avoid or Substantially Lessen the Significant Impacts of the Project

Due to the 34 percent reduction in building size with the Reduced Intensity Alternative, there would be a related 34 percent reduction in average daily trip generation, including truck trips. For all topical areas, similar or reduced impact levels would occur with the Reduced Intensity Alternative compared to the Proposed Project.

### 5.5.3.3 Ability to Meet Project Objectives

1. **Allow for the development of a professional, well-maintained, and attractive light industrial warehousing complex that is compatible with nearby residential neighborhoods.** The Reduced Intensity Alternative would attain this objective.
2. **Develop industrial land uses on the Project Site consistent with the Perris Valley Commerce Center Specific Plan policies and objectives.** The Reduced Intensity Alternative would attain this objective.
3. **Provide additional employment opportunities for area residents consistent with SCAG's Connect SoCal 2024 Plan which promotes a balance of job and housing opportunities in local areas to reduce long commutes from home to work.** The Reduced Intensity Alternative would attain this objective, but not to the same extent as the Proposed Project since the reduced building size would also reduce the number of potential jobs created (when considering jobs are based on a certain number of employees per square foot of development).
4. **Provide additional industrial warehousing opportunities adjacent to designated truck routes within the City of Perris.** The Reduced Intensity Alternative would attain this objective.
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.** The Reduced Intensity Alternative would attain this objective, but not to the same extent as the Proposed Project since the reduced building area would also reduce the number of potential jobs created (when considering jobs are based on a certain number of employees per square foot of development).
6. **Revitalize the Project Site by transitioning from vacant, undeveloped land to a modern-day commerce center.** The Reduced Intensity Alternative would attain this objective.

## 5.6 Environmentally Superior Alternative

CEQA requires the identification of an environmentally superior alternative. Section 15126.6(e)(2) of the CEQA Guidelines states that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Table 5-1 provides a summary comparison of the alternatives with the Proposed Project to highlight if each alternative would result in a similar, greater, or lesser impact regarding potentially

significant impacts. In addition, Table 5-2 provides a summary comparison of the alternatives with the proposed project to determine if each alternative would meet the objectives of the Proposed Project.

The No Project/No Development Alternative has the least impact to the environment because it would not involve any construction activities or warehouse operations. There would be no impacts related to air quality, biological resources, greenhouse gas emissions, land use planning and no VMT impacts. However, none of the objectives established for the Proposed Project would be met.

With regard to the remaining development alternative, the Reduced Intensity Alternative is environmentally superior to the Proposed Project. Due to the 34 percent reduction in building size with this Alternative, there would be a related 34 percent reduction in average daily trip generation, including truck trips. As shown in Table 5-2, the Reduced Intensity Alternative would result in reduced impacts related to air quality, energy, GHG emissions, noise, and utilities and service systems. For the other impact categories, the level of impact would be similar as compared to the Proposed Project. The Reduced Intensity Alternative would attain some of the Project objectives, but not to the same extent as the Proposed Project as there would be less employment generation and less economic benefit to the City.

**Table 5-1. Comparison of Potentially Significant Impacts for Alternatives to the Project**

Impact	Proposed Project		Alternatives		
	Without Mitigation	With Mitigation	No Project	Alternative 2	Alternative 3
<b>Section 4.1, Aesthetics</b>					
Threshold AE-1: Scenic Vistas	LS		NI (less)	LS (similar)	LS (similar)
Threshold AE-2: Scenic Resources	LS		NI (less)	LS (similar)	LS (similar)
Threshold AE-3: Degradation of Existing Visual Character or Conflict with Zoning or Regulations for Scenic Quality	LS		NI (less)	LS (similar)	LS (less)
Threshold AE-4: Light and Glare	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
<b>Section 4.2, Air Quality</b>					
Threshold AQ-1: Consistency with Applicable Air Quality Plan	LS		NI (less)	LS (similar)	LS (similar)
Threshold AQ-2: Cumulative Increase in Criteria Pollutant Emissions	LS		NI (less)	LS (similar)	LS (less)
Threshold AQ-3: Sensitive Receptors	LS		NI (less)	LS (similar)	LS (less)
Threshold AQ-4: Odors	LS		NI (less)	LS (similar)	LS (less)
<b>Section 4.3, Biological Resources</b>					
Threshold BIO-1: Candidate, Sensitive, or Special-Status Species	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Threshold BIO-2: Riparian Habitat and Other Sensitive Natural Communities	LS		NI (less)	LS (similar)	LS (similar)
Threshold BIO-3: Wetlands	LS		NI (less)	LS (similar)	LS (similar)
Threshold BIO-4: Native Resident or Migratory Fish or Wildlife Species	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Threshold BIO-5: Conflict with Tree Preservation Policy or Ordinance	LS		NI (less)	LS (similar)	LS (similar)
Threshold BIO-6: Conflict with Habitat Conservation Plan	LS		NI (less)	LS (similar)	LS (similar)

**Table 5-1. Comparison of Potentially Significant Impacts for Alternatives to the Project**

Impact	Proposed Project		Alternatives		
	Without Mitigation	With Mitigation	No Project	Alternative 2	Alternative 3
<b>Section 4.4, Cultural Resources</b>					
Threshold 1: Historical Resources	LS		NI (less)	LS (similar)	LS (similar)
Threshold 2: Archaeological Resources	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Threshold 3: Human Remains	LS		NI (less)	LS (similar)	LS (similar)
<b>Section 4.5, Energy</b>					
Threshold EN-1: Wasteful or Inefficient Energy Usage	LS		NI (less)	LS (similar)	LS (less)
Threshold EN-2: Conflict with Renewable or Energy Efficiency Plan	LS		NI (less)	LS (similar)	LS (similar)
<b>Section 4.6, Geology and Soils</b>					
Threshold GEO-1: Exposure to Seismic-Related Hazards	LS		NI (less)	LS (similar)	LS (similar)
Threshold GEO-2: Soil Erosion or Topsoil Loss	LS		NI (less)	LS (similar)	LS (similar)
Threshold GEO-3: Geologic Stability	LS		NI (less)	LS (similar)	LS (similar)
Threshold GEO-4: Expansive Soils	LS		NI (less)	LS (similar)	LS (similar)
Threshold GEO-5: Septic Tanks or Alternative Wastewater Disposal Systems	NI		NI	NI	NI
Threshold GEO-6: Paleontological Resources	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
<b>Section 4.7, Greenhouse Gas Emissions</b>					
Threshold GHG-1: Generation of Greenhouse Gas Emissions	LS		NI (less)	LS (less)	LS (less)
Threshold GHG-2: Conflict with Applicable Plan	LS		NI (less)	LS (less)	LS (less)
<b>Section 4.8, Hazards and Hazardous Materials</b>					
Threshold HAZ-1: Transportation, Use, and Disposal of Hazardous Materials	LS		NI (less)	LS (similar)	LS (less)
Threshold HAZ-2: Accidental Releases	LS		NI (less)	LS (similar)	LS (less)
Threshold HAZ-3: Hazards to Nearby Schools	NI		NI	NI	NI
Threshold HAZ-4: Hazardous Materials Sites	NI		NI	NI	NI
Threshold HAZ-5: Hazards from Nearby Airports	LS		NI (less)	LS (similar)	LS (similar)

**Table 5-1. Comparison of Potentially Significant Impacts for Alternatives to the Project**

Impact	Proposed Project		Alternatives		
	Without Mitigation	With Mitigation	No Project	Alternative 2	Alternative 3
Threshold HAZ-6: Emergency Response or Evacuation Plans	LS		NI (less)	LS (similar)	LS (similar)
Threshold HAZ-7: Wildland Fires	NI		NI	NI	NI
<b>Section 4.9, Hydrology and Water Quality</b>					
Threshold HYD-1: Water Quality Standards	LS		NI (greater)	LS (similar)	LS (similar)
Threshold HYD-2: Groundwater Supplies	LS		NI (less)	LS (similar)	LS (less)
Threshold HYD-3: Site Drainage and Hydrology	LS		NI (greater)	LS (similar)	LS (similar)
Threshold HYD-5: Conflict with Water Quality Control Plan or Sustainable Groundwater Management Plan	LS		NI (similar)	LS (similar)	LS (similar)
<b>Section 4.10, Land Use and Planning</b>					
Threshold LU-1: Physical Division of Established Community	LS		NI (less)	LS (similar)	LS (similar)
Threshold LU-2: Conflict with Applicable Land Use Plans, Policies, and Regulations	LS		NI (less)	LS (less)	LS (similar)
<b>Section 4.11, Noise</b>					
Threshold N-1: Exceedance of Noise Standards	LS		NI (less)	LS (similar)	LS (less)
Threshold N-2: Excessive Groundborne Vibration or Noise	LS		NI (less)	LS (less)	LS (similar)
Threshold N-3: Aircraft Noise	NI		NI (less)	NI (similar)	NI (similar)
<b>Section 4.12, Transportation</b>					
Threshold TR-1: Circulation System Performance	LS		NI (less)	LS (less)	LS (less)
Threshold TR-2: Induction of Substantial Vehicle Miles Traveled	LS		NI (less)	LS (similar)	LS (less)
Threshold TR-3: Hazardous Design Features	LS		NI (less)	LS (similar)	LS (similar)
Threshold TR-4: Inadequate Emergency Access	LS		NI (less)	LS (similar)	LS (similar)
<b>Section 4.13, Tribal Cultural Resources</b>					
Threshold TCR-1: Tribal Cultural Resources	PS	LSM	NI (less)	LSM (similar)	LSM (similar)

**Table 5-1. Comparison of Potentially Significant Impacts for Alternatives to the Project**

Impact	Proposed Project		Alternatives		
	Without Mitigation	With Mitigation	No Project	Alternative 2	Alternative 3
<b>Section 4.14, Utilities and Service Systems</b>					
Threshold USS-1: New or Expanded Utilities Facilities	LS		NI (less)	LS (similar)	LS (similar)
Threshold USS-2: Water Supply Availability	LS		NI (less)	LS (similar)	LS (less)
Threshold USS-3: Wastewater Treatment Capacity	LS		NI (less)	LS (similar)	LS (less)
Threshold USS-4: Solid Waste Generation	LS		NI (less)	LS (similar)	LS (less)
Threshold USS-5: Compliance with Solid Waste Regulations	LS		NI (less)	LS (similar)	LS (similar)

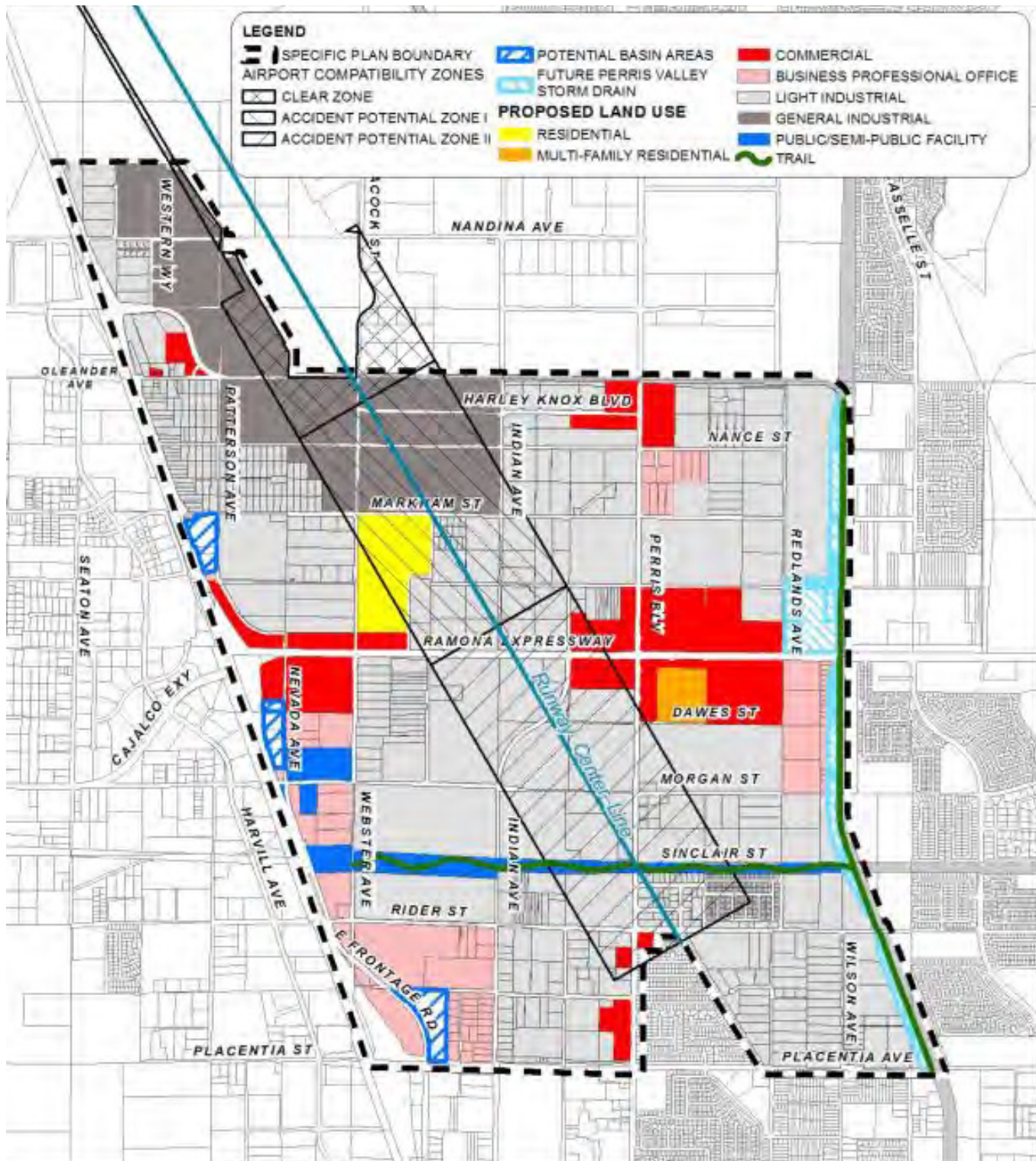
**Notes:** LS = Less than Significant Impact; LSM = Less than Significant with Mitigation, NI = No Impact; PS = Potentially Significant Impact; SU = Significant and Unavoidable

**Table 5-2. Ability of Project Alternatives to Meet the Project Objectives**

Project Objectives	Ability of Alternatives to Meet the Project Objectives		
	No Project	Alternative 2	Alternative 3
1. Allow for the development of a professional, well-maintained, and attractive light industrial warehousing complex that is compatible with nearby residential neighborhoods.	No	Yes	Yes
2. Develop industrial land uses on the Project Site consistent with the Perris Valley Commerce Center Specific Plan policies and objectives.	No	Yes	Yes
3. Provide additional employment opportunities for area residents consistent with SCAG's Connect SoCal 2024 Plan which promotes a balance of job and housing opportunities in local areas to reduce long commutes from home to work.	No	Yes	Yes, but not to the same extent as the Proposed Project
4. Provide additional industrial warehousing opportunities adjacent to designated truck routes within the City of Perris.	No	Yes	Yes

**Table 5-2. Ability of Project Alternatives to Meet the Project Objectives**

Project Objectives	Ability of Alternatives to Meet the Project Objectives		
	No Project	Alternative 2	Alternative 3
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.	No	Yes	Yes, but not to the same extent as the Proposed Project
6. Revitalize the Project Site by transitioning from vacant, undeveloped land to a modern-day commerce center.	No	Yes	Yes



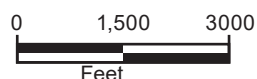
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Source: City of Perris, 2022.

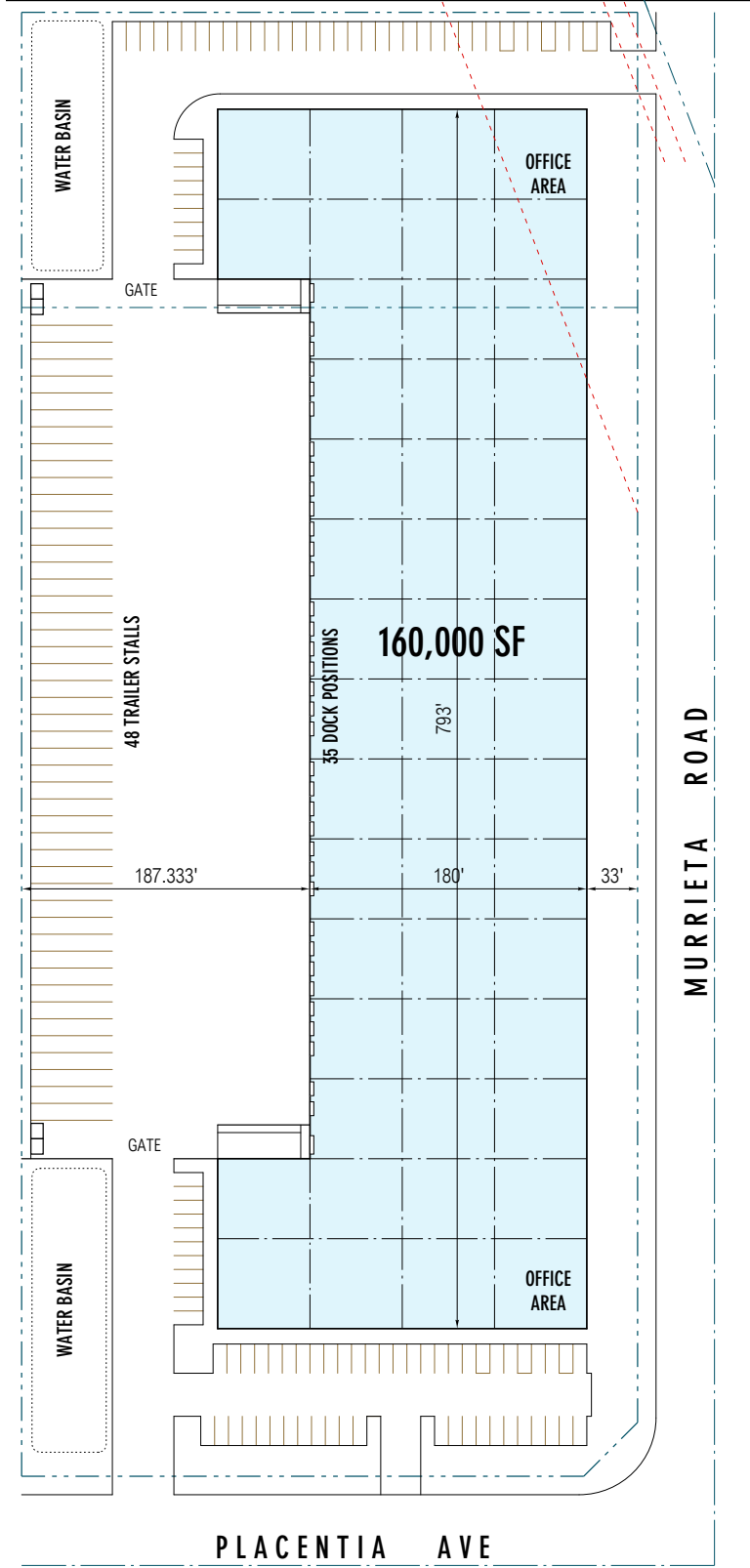
**Figure 5-1**

Perris Valley Commerce Center  
Specific Plan Land Use Designations

The Cubes at Placentia



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### PROJECT DATA:

APPROX. GROSS SITE AREA: 446,490 SF / 10.25 AC  
 APPROX. NET SITE AREA: 380,634 SF / 8.73 AC

BUILDING AREA:  
 FOOTPRINT 156,000 SF  
 MEZZANINE 4,000 SF  
 TOTAL 160,000 SF

LOT COVERAGE: 42.03 %

PARKING REQUIRED:  
 20K WHSE @ 1/1,000 SF 20 STALLS  
 20K WHSE @ 1/2000 SF 10 STALLS  
 00 SF WHSE @ 1/4000 SF 30 STALLS  
 TOTAL 60 STALLS

PARKING PROVIDED: 96 STALLS



Harris & Associates



Source: RGA Office of Architectural Design, 2021.

**Figure 5-2**  
 Single Dock – Placentia Avenue  
 Access Alternative

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### PROJECT DATA:

APPROX. GROSS SITE AREA: 00 SF / 00 AC  
 APPROX. NET SITE AREA: 1,117,241 SF / 25.64 AC

BUILDING AREA:  
 FOOTPRINT 494,500 SF  
 MEZZANINE 10,000 SF  
 TOTAL 504,500 SF

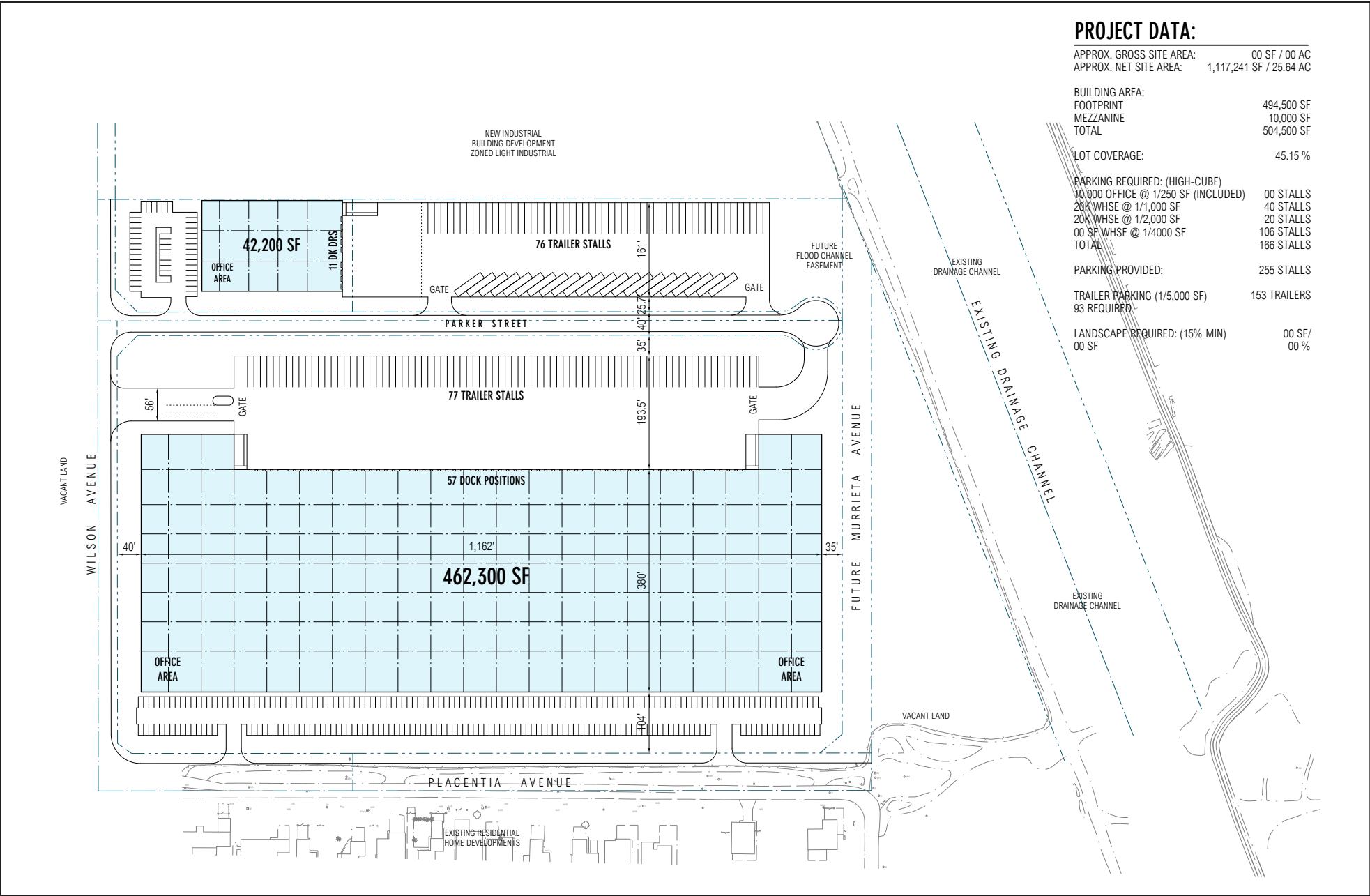
LOT COVERAGE: 45.15 %

PARKING REQUIRED: (HIGH-CUBE)  
 10,000 OFFICE @ 1/250 SF (INCLUDED) 00 STALLS  
 20K WHSE @ 1/1,000 SF 40 STALLS  
 20K WHSE @ 1/2,000 SF 20 STALLS  
 00 SF WHSE @ 1/4000 SF 106 STALLS  
 TOTAL 166 STALLS

PARKING PROVIDED: 255 STALLS

TRAILER PARKING (1/5,000 SF) 153 TRAILERS  
 93 REQUIRED

LANDSCAPE REQUIRED: (15% MIN) 00 SF / 00 %  
 00 SF



Source: RGA Office of Architectural Design, 2021.



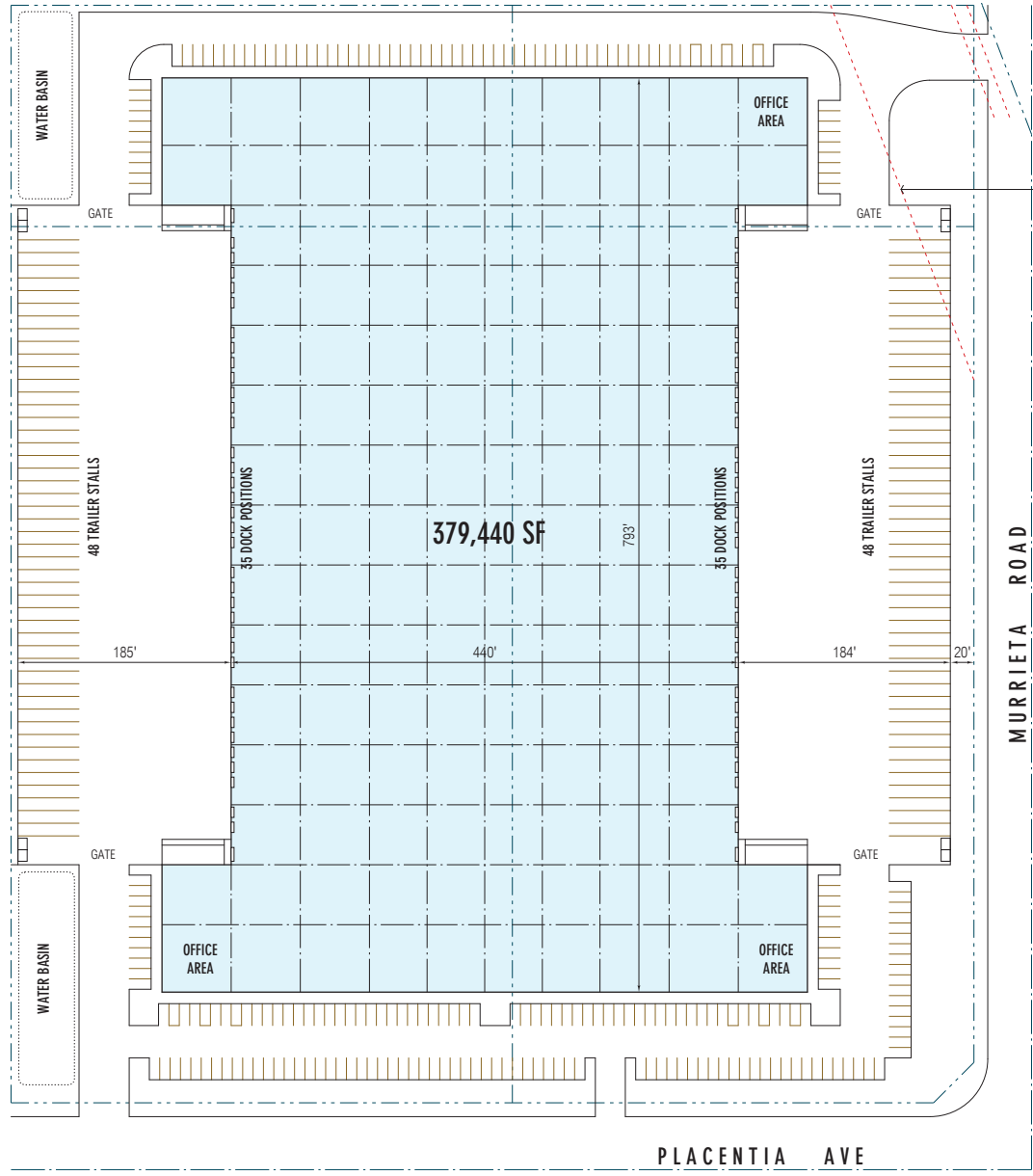
**Figure 5-3**

No Specific Plan Amendment (SPA) Alternative

The Cubes at Placentia

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SETBACK LINE

**PROJECT DATA:**

APPROX. GROSS SITE AREA: 894,324 SF / 20.53 AC  
 APPROX. NET SITE AREA: 794,755 SF / 18.24 AC

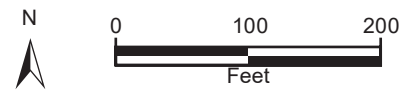
BUILDING AREA:  
 FOOTPRINT 375,440 SF  
 MEZZANINE 4,000 SF  
 TOTAL 379,440 SF

LOT COVERAGE: 47.74 %

PARKING REQUIRED:  
 20K WHSE @ 1/1,000 SF 20 STALLS  
 20K WHSE @ 1/2000 SF 10 STALLS  
 00 SF WHSE @ 1/4000 SF 85 STALLS  
 TOTAL 115 STALLS

PARKING PROVIDED: 218 STALLS

Source: RGA Office of Architectural Design, 2021.



**Figure 5-4**  
 Reduced Intensity Alternative

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## Chapter 6 Other CEQA Considerations

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Section 15128 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) requires that an Environmental Impact Report (EIR) contain a brief statement disclosing the reasons why various possible significant effects of a project were found not to be significant and, therefore, would not be discussed in detail in the EIR. The City of Perris reviewed The Cubes at Placentia Industrial Project (project) against the environmental issue areas in Appendix G of the CEQA Guidelines. All environmental issue areas, including those found to have potentially significant impacts, are addressed in Chapter 4, Environmental Analysis, of this EIR except the following: Agriculture and Forestry Resources, Mineral Resources, Population and Housing, Public Services, Recreation and Wildfire. These environmental issue areas were determined to result in no impact or a less than significant impact from implementation of the project and, therefore, are addressed separately in Section 6.1, Impacts Found Not to Be Significant, of this chapter.

In addition, Section 15126 of the CEQA Guidelines requires that all aspects of a project be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. As part of this analysis, the EIR must identify the following three components, which are also addressed in this chapter:

- Significant environmental impacts that could not be avoided if the project is implemented (addressed in Section 6.2, Significant Environmental Impacts)
- Significant, irreversible environmental impacts that would be involved in the project should it be implemented (addressed in Section 6.3, Significant and Unavoidable Environmental Impacts).
- Growth-inducing impacts of the project (addressed in Section 6.4, Growth-Inducing Impacts)

### 6.1 Impacts Found Not to Be Significant

A Notice of Preparation (included as Appendix A of this EIR) and initial study were prepared in accordance with CEQA Guidelines, Section 15063(c), during the environmental scoping process. The Notice of Preparation and associated initial study determined that the Proposed Project would result in no impact or a less than significant impact for the following environmental impact categories from Appendix G of the CEQA Guidelines:

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

- Wildfire

In accordance with CEQA Guidelines Section 15128, a brief justification regarding the effects found not to be significant (e.g., the environmental resource areas not analyzed in Chapter 4) can be found in Appendix A.

## 6.2 Significant Environmental Impacts

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental impacts of the Project are discussed in Sections 4.1 through 4.14 of this EIR, as applicable. With incorporation of applicable Perris Valley Commerce Center Specific Plan (PVCCSP) EIR mitigation measures and Project-level mitigation measures, potential impacts related to the following topical issues would be less than significant: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology, Land Use and Planning, Noise, Transportation, Tribal Cultural Resources, and Utilities and Services Systems.

The Proposed Project would not result in any significant and unavoidable impacts.

## 6.3 Significant Irreversible Changes Due to the Proposed Project

Section 15126.2(d) of the CEQA Guidelines requires a discussion of any significant, irreversible environmental changes that would be caused by the project. Generally, a project would result in significant, irreversible environmental impacts if the following would occur:

- The project would involve a large commitment of nonrenewable resources.
- The primary and secondary impacts would generally commit future generations to similar uses (e.g., a highway improvement that provides access to a previously inaccessible area).
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project.
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Implementation of the Proposed Project would involve construction of a new industrial warehouse building and additional trailer truck storage spaces within the City of Perris. Therefore, additional commitment of nonrenewable and/or slowly renewable energy resources, natural resources, and human resources would be necessary. Irreversible construction materials, such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metal, water, etc., would be consumed, and increased commitment of social services and public maintenance services such as police, fire, sewer, water, solid waste, natural gas services, etc., would also be required. These

energy and social service commitments would be long-term obligations. Once these commitments are made, it is improbable that the project area would revert to its current condition. Additional development intensities can be more readily accommodated with minimal physical impact, relieving development pressure from other areas where more intensive use of nonrenewable resources would be necessary. Nonetheless, the Proposed Project would not result in significant irreversible changes to the environment throughout the lifespan of the structures.

## 6.4 Growth-Inducing Impacts

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the proposed project could directly or indirectly foster economic or population growth or the construction of additional housing in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?
- Would this project result in the need to expand one or more public services to maintain desired levels of service?
- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this EIR.

**Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?**

As identified in Section 5.0, Other CEQA Topics, of the PVCCSP EIR, the City of Perris General Plan EIR concludes that new development consistent with the Perris General Plan would require extension and upgrading of major infrastructure (e.g., sewer and water facilities, storm drains, roadways, and dry utilities), and indirect extension of infrastructure represents a significant impact. The Proposed Project would implement the PVCCSP and would not involve the construction of

any major roadways or infrastructure that are not already planned in the City of Perris General Plan or PVCCSP to accommodate anticipated growth.

Further, existing utility infrastructure and facilities are available adjacent to or in proximity to the Project Site. New utility infrastructure would be required to serve the proposed development and connect to existing utilities. The utility infrastructure would be sized and located expressly to serve the proposed development and would not therefore induce growth in the Project vicinity.

The Project would implement the approved PVCCSP and is consistent with the planned uses for the Project Site. The Proposed Project requires a Specific Plan Amendment to vacate and remove a 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 Airport Land Use Commission to be consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan at its meeting on July 11, 2024.

No General Plan amendment, or zone change is proposed or required. Therefore, the Project would not change existing regulations pertaining to land development. The Project is not considered to be growth inducing with respect to removal of obstacles to growth.

**Would this project result in the need to expand one or more public services to maintain desired levels of service?**

As discussed in Notice of Preparation and associated initial study (refer to Appendix A), the Proposed Project would not require additional public services to maintain desired levels of service at buildout. Therefore, project implementation would not result in service capacity beyond what is approved, nor would there be physical or significant environmental impacts. The Proposed Project would not, therefore, have significant growth-inducing consequences with respect to public services.

**Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?**

A project could indirectly induce growth at the local level by increasing the demand for additional goods and services associated with the increase in project population and thus reducing or removing the barriers to growth. This occurs in suburban or rural areas where population growth results in increased demand for service and commodity markets responding to the new population. This type of growth is, however, a regional phenomenon resulting from introduction of a major employment center or regionally significant housing project. Additional commercial uses may be drawn to the area by the increased number of residents in the area because of a project. However, it is expected that any such development would occur consistent with planned growth identified in the City of Perris General Plan.

During project construction, a number of design, engineering, and construction-related jobs would be created, which would be a direct, growth-inducing effect of this project. However, the Proposed Project would create jobs within the City that would be expected to be filled by the existing regional population. The job creation, both in the short-term during construction and the long-term at the proposed warehouse, would not be of a magnitude to induce substantial population growth. Additionally, the Project site is currently vacant and therefore implementation of the Proposed Project would not necessitate the construction of replacement housing. Additionally, the Proposed Project would create employment opportunities in a housing rich area and is expected to reduce vehicle miles travelled and thereby reduce air quality impacts.

Table 4.8-E, Development Intensity and Employment Projections, of the PVCCSP EIR, identifies average employment generation factors for the allowed development types identified in the PVCCSP. As this relates to industrial uses, 1 employee per 1,030 square feet is estimated for Light Industrial floor space.

The Project Applicant 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. Assuming the employment generation for the proposed would be consistent with Table 4.8-E of the PVCCSP EIR, the Project would result in approximately 1,157 new employees. The PVCCSP EIR estimates that implementation of the land uses allowed under the PVCCSP would result in the generation of approximately 56,087 jobs/employees in the area. Therefore, the employment generation estimated for the Proposed Project represents approximately 1 percent of the total employment generation anticipated in the PVCC area. Additionally, it is anticipated that these new warehouse/distribution positions would be filled by workers who would already reside in the region. Consistent with the conclusions of the PVCCSP EIR, operation of the Proposed Project would not generate a permanent increase in population within the City and would not increase the demand for additional goods and services.

**Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?**

As identified above, the Proposed Project would implement the PVCCSP and would not involve a General Plan amendment or zone change. Additionally, no changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, fire codes) are proposed or required to implement this Project. The Project-level and PVCCSP EIR mitigation measures have been identified in Sections 4.1 through 4.14 of this EIR to ensure that implementation of the Project complies with all applicable City plans, policies, and ordinances to ensure that no conflicts with adopted land development regulations occur and that environmental impacts are minimized. The Project does not propose any precedent-setting actions that, if approved, would specifically allow, or encourage other projects and resultant growth to occur.

Pressures to develop other land in the surrounding area may derive from regional economic conditions and market demands for housing, commercial, office, and industrial land uses that may be directly or indirectly influenced by the Proposed Project. As the development intensity associated with the Proposed Project is allocated to future development, proposals may arise to amend the General Plan and Zoning Code. However, these amendments would require a full environmental analysis of the impacts of such actions. Therefore, although the project may be considered a precedent-setting action, the impacts of subsequent similar actions would require environmental analysis and associated mitigation to ensure that subsequent impacts would not significantly affect the environment.

#### **6.4.1 Elimination of Obstacles to Growth**

Elimination of obstacles to growth refers to the extent to which a proposed project removes infrastructure limitations or provides infrastructure capacity or removes regulatory constraints that could result in growth unforeseen at the time of project approval.

The elimination of either physical or regulatory obstacles to growth is considered a growth-inducing effect although not necessarily a significant one. A physical obstacle to growth typically involves the lack of public service infrastructure. The extension of public service infrastructure, including roadways, water mains, and sewer lines, into areas that are not currently provided with these services would be expected to support new development. Similarly, the elimination or change to a regulatory obstacle, including existing growth and development policies, could result in new growth.

#### **6.4.2 Economic Expansion or Growth**

Economic effects refer to the extent to which a proposed project could cause increased activity in the local or regional economy. Economic effects can include such effects as the “multiplier effect.” A “multiplier” is an economic term used to describe interrelationships among various sectors of the economy. The multiplier effect provides a quantitative description of the direct employment effect of a project and the indirect and induced employment growth. The multiplier effect acknowledges that the on-site employment and population growth of each project is not the complete picture of growth caused by the project.

The Proposed Project would affect the local economy through the construction of a warehouse building intended to attract a distribution firm seeking an Inland Empire base from which to service their clientele. The proposed warehouse would provide employment opportunities for residents of the City and surrounding area and reduce VMT and commuting time to employment further away from the City.

## **Chapter 7 List of Preparers and Agencies Consulted**

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This chapter lists the lead agency and consultants who prepared this Environmental Impact Report (EIR) and technical reports and the agencies that provided information used in the preparation of this EIR.

### **7.1 Environmental Impact Report Preparation**

#### **7.1.1 Lead Agency**

##### **City of Perris**

Kenneth Phung, Director of Development Services

Patricia Brenes, Planning Manager

Mathew Evans, Contract Planner

#### **7.1.2 Consultants**

##### **Harris & Associates**

William Halligan, Esq., Senior Director/Senior Environmental Counsel

Kelsey Hawkins, Project Manager

Yliana Ortega, Project Manager

Sharon Toland, Senior Air Quality and Noise Specialist

Lindsey Messner, Technical Editor

Leona Vander Molen, Technical Editor

Paige Rincon, Environmental Analyst

Randy Deodat, GIS Analyst

Matthew Dornbach, GIS Analyst

### **7.2 Technical Reports**

#### **7.2.1 Air Quality Analysis – Ganddini**

Katie Wilson, MS

Catherine Howe, MS

**7.2.2 Biological Technical Report – Noreas Inc.**

Lenny Malo, MS

**7.2.3 Cultural and Paleontological Assessment Report – Cogstone**

Sandy Duarte, BA

Kelly Vreeland, MS

John Gust, PhD

Kim Scott, MS

**7.2.4 Greenhouse Gas Emissions Analysis – Ganddini**

Katie Wilson, MS

Catherine Howe, MS

**7.2.5 Noise Technical Report – Ganddini**

Roma Stromberg, INCE, MS

Catherine Howe, MS

**7.2.6 Phase I Environmental Site Assessment Report – Partner Engineering and Science, Inc.**

Debbie Stott, Principal

**7.2.7 Preliminary Drainage Study – SDH & Associates, Inc.**

Nobu Murukami, PE

**7.2.8 Project Specific Water Quality Management Plan – SDH & Associates, Inc.**

Nobu Murukami, PE

**7.2.9 Traffic Impact Analysis – Ganddini**

Bryan Crawford

Giancarlo Ganddini, PE, PTP

## Chapter 8 References

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None.

### Chapter 1: Introduction

None.

### Chapter 2: Project Description

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#### **Chapter 5: Alternatives**

Insert references here.

#### **Chapter 6: Other CEQA Considerations**

Insert references here.

#### **Chapter 7: List of EIR Preparers**

None.