Addendum No. 1 to Environmental Impact Report State Clearinghouse Number 2021050021 for Perris Valley Commerce Center Specific Plan Amendment Number 13 (SPA19-05287) & Development Plan Review (DPR 19-00012) for the Expressway Commerce Center Project

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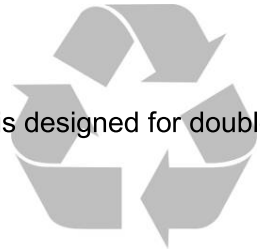

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B Final Environmental Impact Report PVCCSP, Amendment No. 13
C Air Quality/Greenhouse Gas Memorandum Expressway Commerce Center
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F Trip Generation/VMT Memorandum Expressway Commerce Center
G Additional Alternatives Information document for Approved Alternative 2
H Airport Land Use Commission (ALUC) Development Review Approval Letter

Commonly Used Abbreviations and Acronyms

AB	Assembly Bill
ADP	Area Drainage Plans
ADT	Average Daily Traffic
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMSL	Above Mean Sea Level
APN	Assessor's Parcel Number
AQ/GHG	Air Quality/Greenhouse Gas
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
BUOW	Burrowing Owl
CalEEMod	California Emissions Estimator Model™
CalFire	Riverside County Fire Department
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
CO	Carbon

dB	Decibel
dBA	A-Weighted Decibel
DOT	Department of Transportation
DTSC	Department of Toxic Substance Control
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping & Monitoring Program
kBTU	British Thermal Units
kW	Kilowatt
KWh	Kilowatt Hours
Lmax	Maximum Level of a Noise Source
LOS	Level of Service
March ARB/IPA	March Air Reserve Base/Inland Port Airport
MBTA	Migratory Bird Treaty Act
MDP	Master Drainage Plan
MLD	Most Likely Descendent
MM	Mitigation Measure
MS4	Regulated small municipal separate storm sewer system
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalent
NAHC	Native American Heritage Commission
NO2	Nitrogen Dioxide
NOX	Oxides of Nitrogen
OPR	Office of Planning and Research
PM10	Respirable Particulate Matter
PM2.5	Fine Particulate Matter
PRC	Public Resources Code
PRIMMP	Paleontological Resource Impact Mitigation Monitoring Program
PVCCSP	Perris Valley Commerce Center Specific Plan
RTA	Riverside Transit Authority
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SO2	Sulfur Dioxide
SPA	Specific Plan Amendment
SWPPP	Storm Water Pollution Prevention Plan
VMT	Vehicle Miles Traveled
WQMP	Water Quality Management Plan

1 Introduction

1.1 – Project Background

In 2020, PR Partners, LLC (Project applicant) proposed a thirteenth Amendment (SPA19-05287) to the Perris Valley Commerce Center Specific Plan (PVCCSP) (SPA 13) and a Development Plan Review (DPR 19-00012) for the development of a 347,918-square-foot light industrial building with 339,918 square feet of non-refrigerated warehouse space and 8,000 square feet of office space. For the required analysis under the California Environmental Quality Act (CEQA), the City required the preparation of an Environmental Impact Report (EIR).

As part of an EIR, the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) require an evaluation of alternatives to the proposed action. The purpose of the alternatives evaluation under CEQA is to determine whether one or more feasible alternatives is capable of eliminating or reducing potentially significant impacts of a preferred project. The EIR for SPA 13 examined a "no project" alternative plus three different development alternatives: (1) Commercial Uses; (2); Lower Intensity Industrial; and (3) Lower Intensity Business/Office Park.

The Draft EIR was published for a 45-day public review period from December 29, 2021 to February 11, 2022. A Final EIR was prepared to provide the City's responses to all written comments received in response to the Draft EIR, to provide revisions (errata) to the text of the Draft EIR in response to written comments, and to provide the Mitigation Monitoring and Reporting Program for the Project.

The Final EIR, along with the original alternatives analysis, was presented to the City of Perris Planning Commission on May 18, 2022, and the City of Perris City Council on July 26, 2022. At that time the Planning Commission and City Council indicated that they preferred a smaller warehouse with limited commercial uses (i.e., Alternative 2, Lower Intensity Industrial) to the proposed project. However, the City Council requested more specific information on potential development and impacts of this Alternative 2 prior to making a decision on the project and its EIR. Based on comments by the Planning Commission and City Council, the Project applicant reevaluated the Project and refined Alternative 2 compared to the information presented in the Draft EIR.

A subsequent document ("Additional Alternatives Information", see **Appendix G**) which provided additional information on the refined Alternative 2 Site Plan (referred to herein as Approved Alternative 2) was prepared in June of 2023. The additional information was provided to clarify the refined Alternative 2 Site Plan's specific development characteristics and further evaluate the potential environmental impacts relative to the original EIR Project and EIR information. The Final EIR including the "Additional Alternatives Information" was certified by the City Council on September 12, 2023, and the Project consisting of the Alternative 2 Site Plan was approved at the same time.

The currently Approved Alternative 2 Site Plan shows 304,572 square feet of warehousing (which includes 20,000 square feet of office area) on 13.5 acres and, in the eastern portion of the site, 6,960 square feet of commercial uses on 1.99 acres. The northern building is comprised of a 2,010-square-foot fast-food restaurant while the southern building is comprised of a 1,750-square-foot fast-food restaurant with drive-thru, 1,600 square feet of food and/or retail space, and 1,600 square feet of retail space (see **Figure 1, *Approved Alternative 2 Site Plan***).

The Project applicant is now requesting approval of a Major Modification to the Approved Alternative 2 Site Plan for the Expressway Commerce Center. The Major Modification proposes 2,700 square feet of fast-food use with drive-thru and 1,600 square feet of retail use in the northern portion of the

commercial site and a 7,381-square-foot Auto Zone store in the southern portion. No changes are proposed to the approved warehouse (see **Table 1, *Comparison of Project Characteristics*** and **Figure 2, *Major Modification Site Plan***).

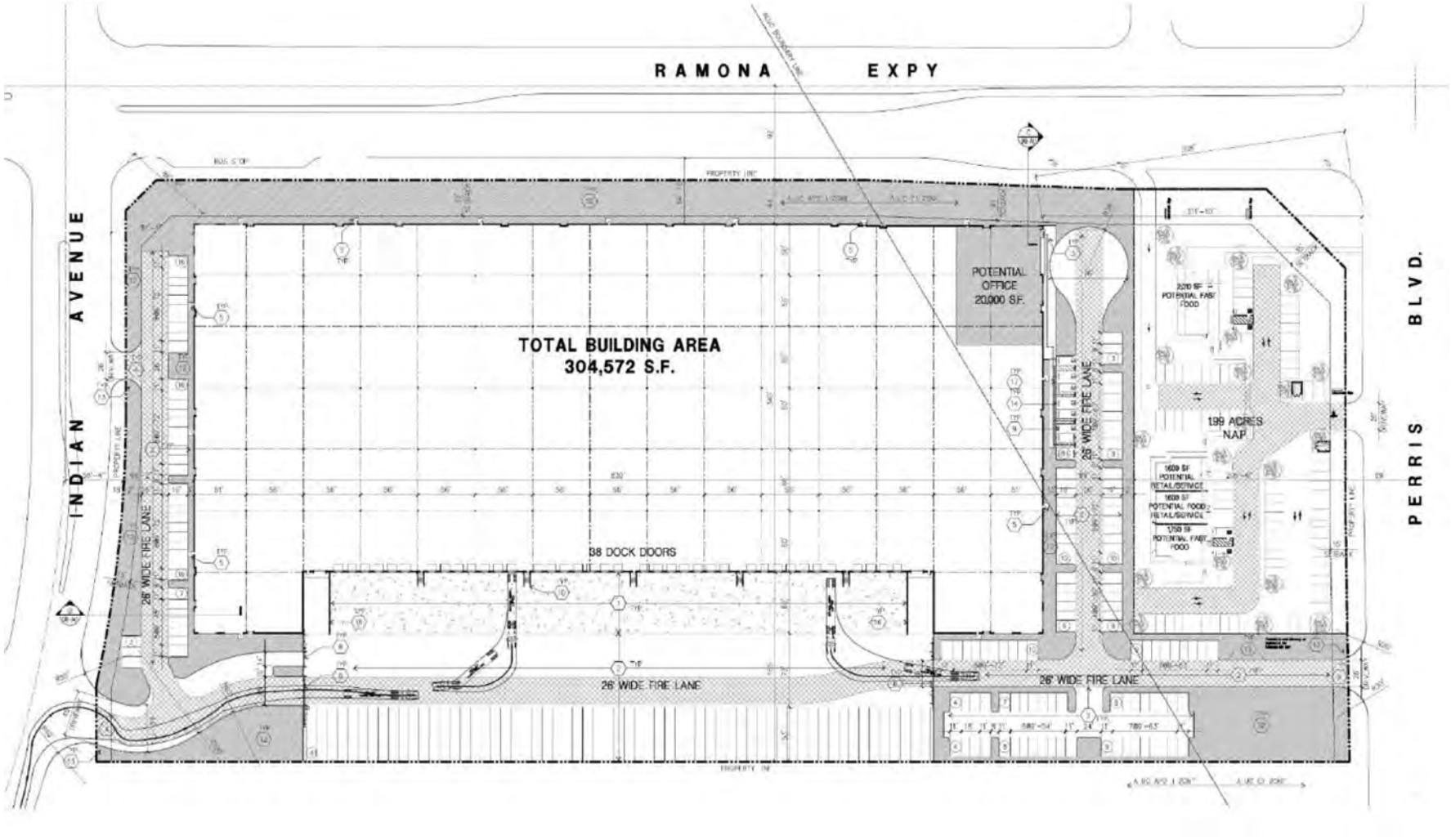
Table 1
Comparison of Project Characteristics

Characteristic	Approved Alternative 2	Major Modification Site Plan (current Project)
Industrial Use	284,572 square feet	284,572 square feet
Warehouse Office	20,000 square feet	20,000 square feet
Commercial Use	6,960 square feet	11,681 square feet
TOTAL	**311,532 square feet**	**316,253 square feet**

1.2 – Consistency Analysis

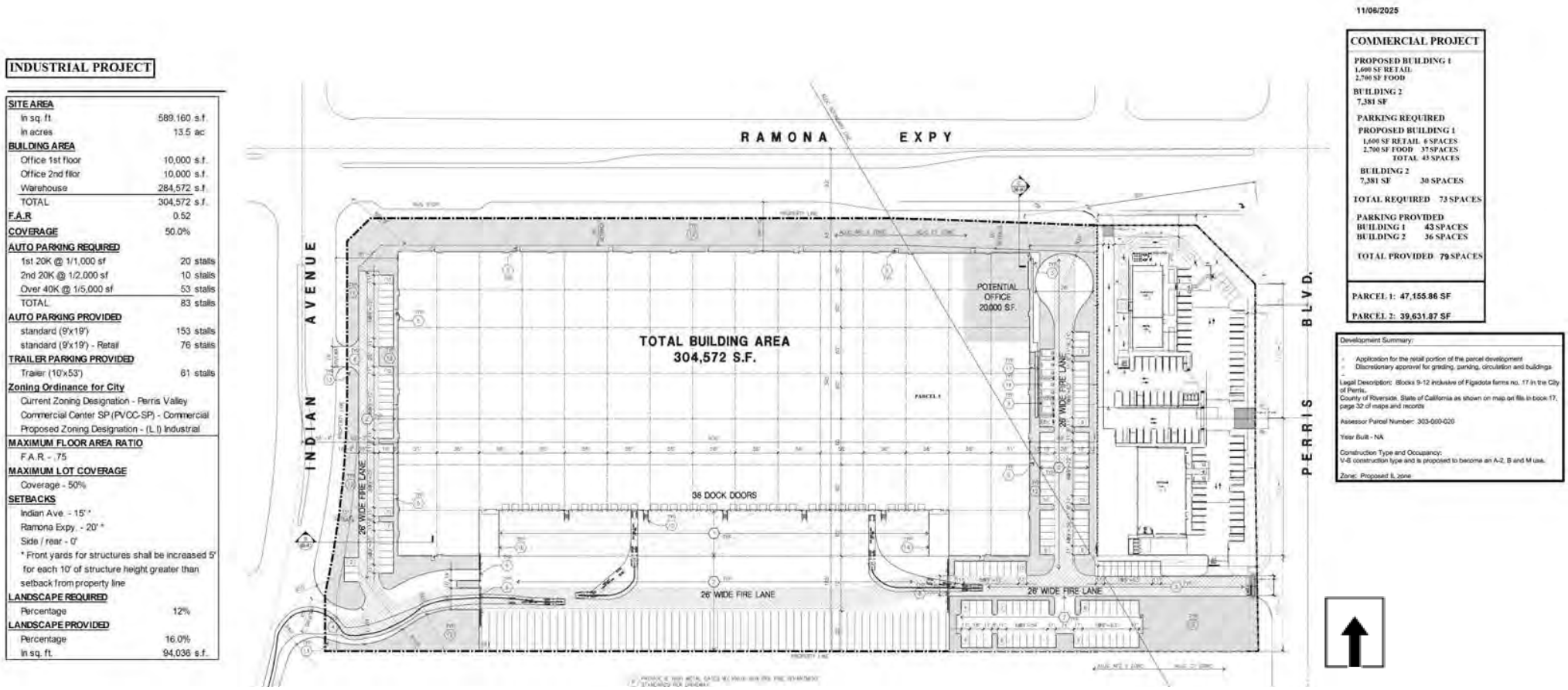
Based on available information, the most appropriate CEQA document for the currently proposed Major Modification for the Expressway Commerce Center Project is an addendum to the certified EIR for SPA 13 to formally document the proposed changes to previously approved square feet of the commercial buildings and associated uses. The Addendum also documents impact issues like air quality, greenhouse gases, noise, trip generation, and vehicle miles traveled (VMT). It should be noted that the technical memos prepared for the Major Modification Project analyzed 3,000 square feet of fast-food use with drive-thru and the Project applicant is now only proposing 2,700 square feet of fast-food use with drive-thru. The square footage is less than what was analyzed and a reduction of this type (-10%) will not substantially change the conclusions presented in the technical memos since the actual impacts of the Project would be less than those estimated in the technical studies.

Figure 1
Approved Alternative 2 Site Plan



Source: Additional Alternatives Information document for Approved Alternative 2 (**Appendix G**)

Figure 2
Major Modification Site Plan



Source: Project Architect

1.3 – CEQA Compliance

CEQA authorizes a Lead or Responsible Agency to determine if a proposed action is within the scope of a previously analyzed project and none of the conditions described in CEQA Guidelines Section 15162 requiring the preparation of a Subsequent EIR or Negative Declaration or CEQA Guidelines Section 15164 requiring the preparation of an Addendum to an EIR or Negative Declaration are met.

Pursuant to CEQA Guidelines Section 15162:

(a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

(c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

> *(d) A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall state where the previous document is available and can be reviewed.*

Pursuant to CEQA Guidelines Section 15164:

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
(d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Based on the analysis provided in Section 4 of this document, the currently proposed Major Modification Project does not involve changes that would result in new or increased environmental effects, new significant impacts, or the need for additional or increased mitigation beyond those identified in the previously certified EIR; thus, none of the conditions identified in CEQA Guidelines Section 15162 would be triggered by the currently proposed Major Modification Project. Therefore, the City may evaluate the current Project according to CEQA Guidelines Section 15164 relative to preparation of an Addendum to a previously certified EIR.

1.4 – Summary of Results

The analyses in Sections 4.1 through 4.21 of this document conclude that the currently proposed Major Modification Project is consistent with and within the scope of the previously certified EIR for SPA 13 and is consistent with CEQA Guidelines Sections 15162 and 15164. This Addendum No. 1 to the previously certified EIR for SPA 13 is the most appropriate CEQA compliance document and no additional CEQA analysis or documentation is required. However, a Notice of Determination (NOD) will be filed with the County Clerk and State Clearinghouse to fully document this CEQA compliance action.

2 Project Description

2.1 – Project Title

Expressway Commerce Center Project EIR Addendum - State Clearinghouse Number 2021050021

2.2 – Lead Agency Name and Address

City of Perris, 101 N. D Street, Perris, CA 92570-2200

2.3 – Contact Person

City of Perris, Planning Division
135 N. D Street, Perris, CA 92570-2200
Mathew Evans, Senior Planner
(951) 943-5003
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2.4 – Project Location and Surrounding Land Uses

The Project site is located in the City of Perris, Riverside City, California. The Project site is located in USGS 7.5-minute series Perris Quadrangle map Section 7, Township 4 south, Range 3 west, Assessor's Parcel Number 303-060-020.

The Project site is currently vacant and the surrounding area is a mix of commercial and industrial land uses. The site and surrounding area are shown in **Figure 3, *Vicinity Map*** and **Figure 4**, ***Aerial Photo***.

The Project site is bounded by Ramona Expressway to the immediate north and commercial and light industrial uses to the north of Ramona Expressway; light industrial uses to the south; Perris Boulevard to the immediate east and commercial uses east of Perris Boulevard; and Indian Avenue to the immediate west and light industrial uses to the west of Indian Avenue.

The Project site is located within the Perris Valley Commerce Center (PVCC) area of the City of Perris. Land uses within the PVCC area are subject to the Perris Valley Commerce Center Specific Plan (PVCCSP).

2.5 – Environmental Setting

The Project site is relatively flat with no areas of significant topographic relief. On-site elevations range from approximately 1,452 to 1,465 feet above sea level and generally slopes from southwest to northeast. The Project site primarily consists of vacant, undeveloped land that has been subject to historical disturbance related to agricultural use. The Project site no longer is used for agriculture but has been subject to on-going weed abatement activities and disturbance associated with surrounding development. These disturbances have eliminated the natural plant communities that once occurred on and the lands surrounding the Project site. The onsite vegetation can be characterized as heavily disturbed with a variety of non-native and early successional/ruderal plant species (according to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), developed or disturbed lands consist of areas that have been disced, cleared, or otherwise altered).

The Project site is located approximately 5.0 miles southeast of March Air Reserve Base/Inland Port Airport (March ARB/IPA), within the Airport Influence Area of the March ARB/IPA Airport Land Use Compatibility Plan (March ARB/IPA ALUCP) which divides the areas close to the airport into various safety zones based on proximity to the airport and perceived risks. An Accident Potential Zone (APZ) effectively restricts the types and intensities of land uses on some properties within the APZs to mostly nonresidential or low-occupancy industrial uses. The Project site has 11.76 acres located within Zone B1, APZ II and 3.90 acres located within Zone C1. Zone B1, APZ II allows 50 people per acre and prohibited uses include children's schools, day care centers, libraries, hospitals, congregate care facilities, hotels/ motels, restaurants, and places of assembly. Zone C1 allows 100 people per acre and prohibited uses include children's schools, day care centers, libraries, hospitals, congregate care facilities, and places of assembly. Reference **Figure 5, *March Air Reserve Base / Inland Port Airport Influence Area***.

The Project site is located in the South Coast Air Basin and air quality in the South Coast Air Basin is managed by the South Coast Air Quality Management District. Air quality in the Perris Valley is relatively poor at times depending on weather conditions and the volume of air pollutants emitted by larger urban areas to the north (Riverside) and northwest (Los Angeles, Orange Counties).

Water quality in this area is managed by the Santa Ana Regional Water Quality Control Board, while flood control is managed by the City of Perris and the Riverside County Flood Control and Water Conservation District. Runoff from this area eventually reaches Lake Elsinore and in some cases the Santa Ana River, then on to the Pacific Ocean. Local water pollutants are typical of suburbanizing areas such as sediment, metals and petroleum products from vehicles, and fertilizers and pesticides from the remaining agricultural areas. Area traffic and noise are dominated by activity along the I-215 Freeway just east of the site.

2.6 – General Plan Land Use Designations and Zoning Classifications

The City of Perris General Plan Land Use designation for the Project site is PVCC SP – Perris Valey Commerce Center Specific Plan. The PVCCSP establishes the zoning for the properties within the PVCC area. The previously approved SPA 13 changed the PVCCSP zoning designation for the 13.5-acre warehouse portion of the Project site from Commercial (C) to Light Industrial (LI). The 1.99-acre portion of the Project site that is the subject of the proposed Major Modification is zoned Commercial (C).

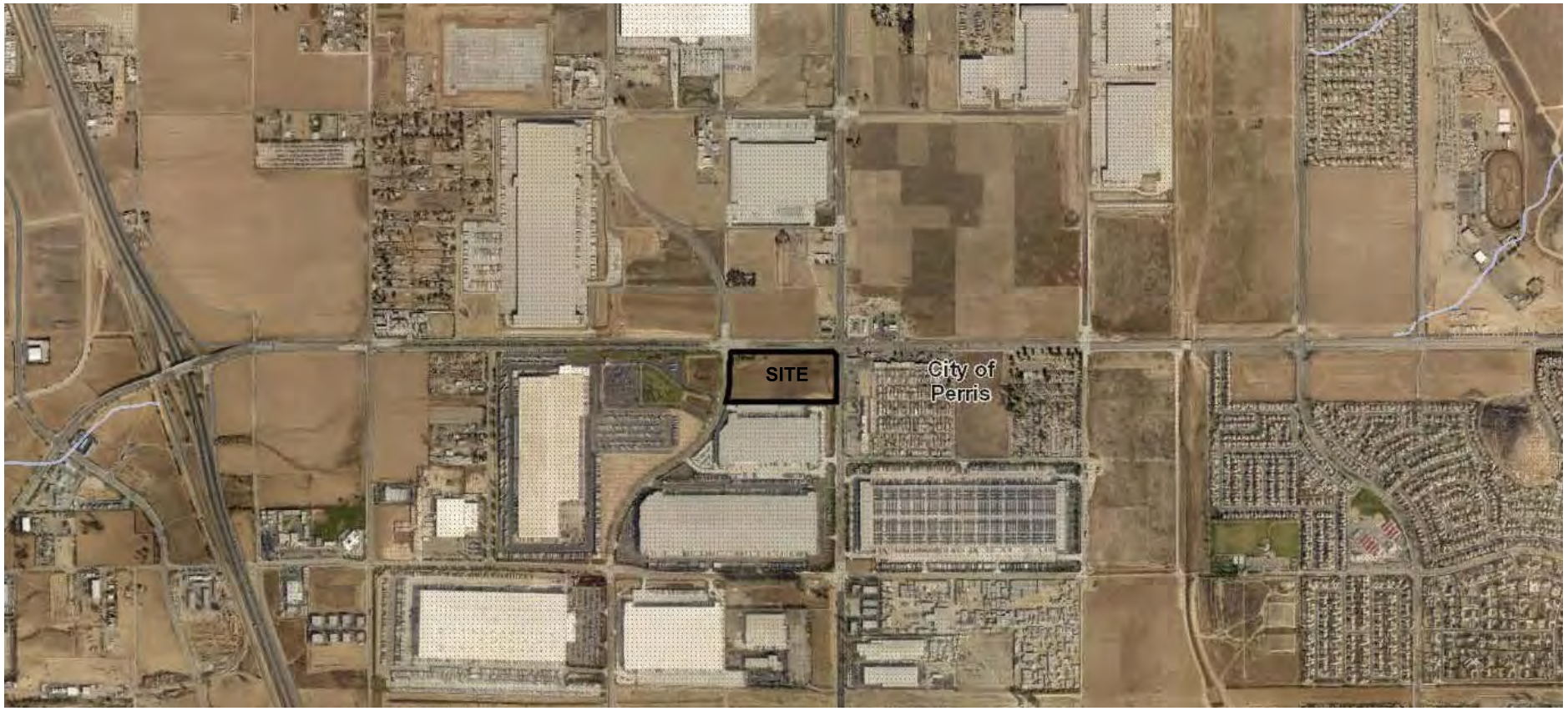
2.7 – Project Description

The Project applicant is requesting approval of a Major Modification to the Approved Alternative 2 Site Plan for the Expressway Commerce Center. The Major Modification proposes 2,700 square feet of fast-food use with drive-thru and 1,600 square feet of retail use in the northern portion of the commercial site and a 7,381-square-foot Auto Zone store in the southern portion. No changes are proposed to the warehouse (see **Figure 2, *Major Modification Site Plan***). The current Project proposes a total of 11,681 square feet of commercial uses compared to 6,960 total square feet of commercial uses under the Approved Alternative 2.

Figure 3
Vicinity Map

Source: Draft Environmental Impact Report PVCCSP, Amendment No. 13 (**Appendix A**)

Figure 4
Aerial Photo



Source: Draft Environmental Impact Report PVCCSP, Amendment No. 13 (**Appendix A**)

2.8 – Required City Approvals

Approve EIR Addendum No. 1 to Environmental Impact Report State Clearinghouse Number 2021050021 for Perris Valley Commerce Center Specific Plan Amendment Number 13 (SPA19-05287) & Development Plan Review (DPR 19-00012) for the Expressway Commerce Center.

Major Modification Site Plan Approval (MJMOD-25-00007)

Approval of a Conditional Use Permit to allow the drive-thru (CUP-25-00009)

Approval of Tentative Parcel Map No. 39413 (TPM-25-00012)

2.9 – Other Public Agencies Whose Approval is Required

Airport Land Use Commission (ALUC)

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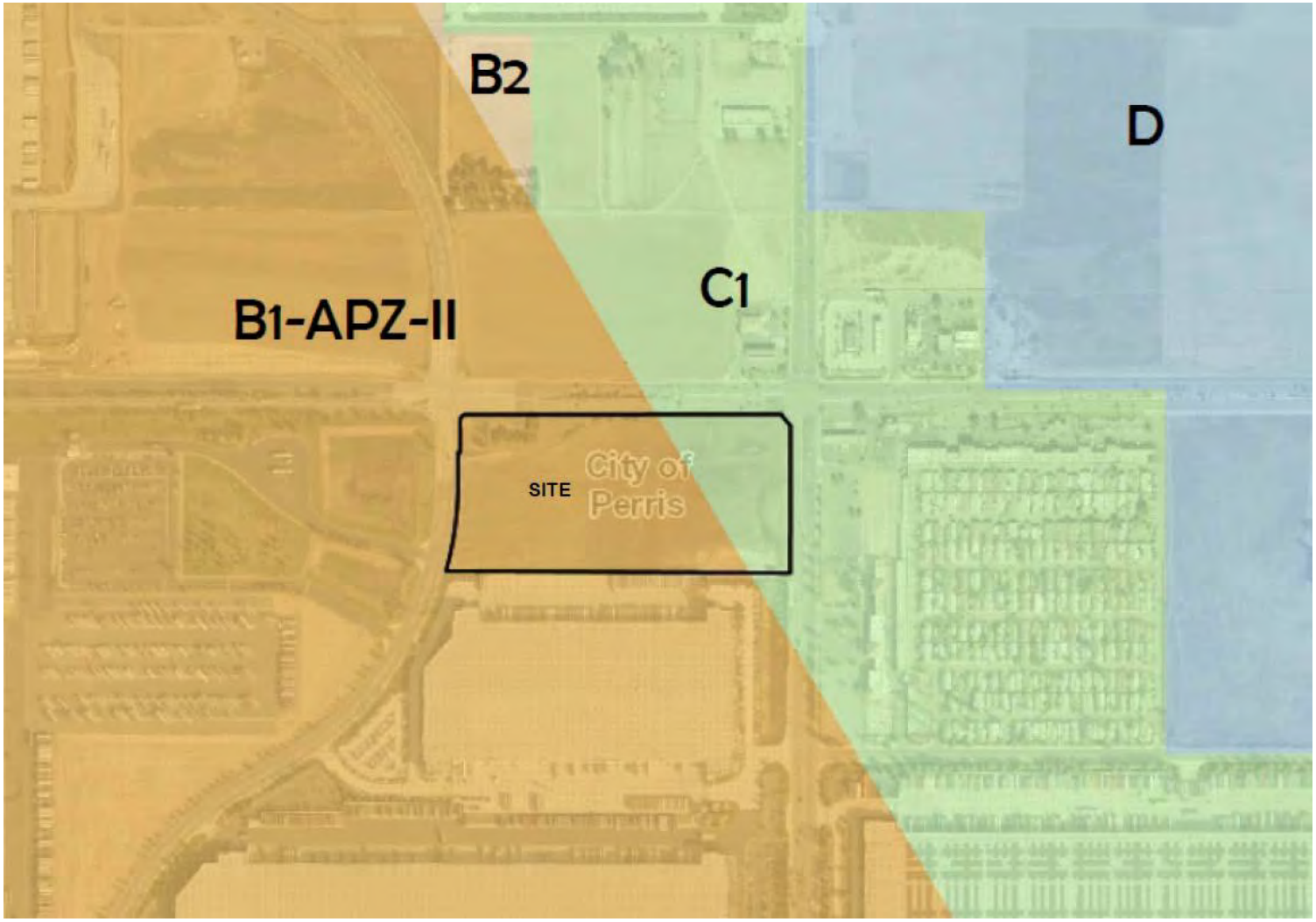
Figure 5
March Air Reserve Base/Inland Port Airport Influence Area



Source: Draft Environmental Impact Report PVCCSP, Amendment No. 13 (**Appendix A**)
(Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public)

Zone B1, APZ II allows 50 people per acre and prohibited uses include children's schools, day care centers, libraries, hospitals, congregate care facilities, hotels/ motels, restaurants, and places of assembly.

Zone C1 allows 100 people per acre and prohibited uses include children's schools, day care centers, libraries, hospitals, congregate care facilities, and places of assembly.

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3 Determination

3.1 – Environmental Factors Potentially Affected

The environmental factors checked below were identified in the previous EIR as being a 'Potentially Significant Impact' even with mitigation. The checklist on the following pages will identify to what degree the proposed Expressway Commerce Center Project impacts compare to those previously identified in the approved EIR.

☐ Aesthetics	☐ Hazards & Hazardous Materials	☐ Recreation
☐ Agriculture & Forest Resources	☐ Hydrology / Water Quality	☐ Transportation
☐ Air Quality	☐ Land Use / Planning	☐ Tribal Cultural Resources
☐ Biological Resources	☐ Mineral Resources	☐ Utilities / Service Systems
☐ Cultural Resources	☐ Noise	☐ Wildfire
☐ Energy	☐ Paleontological Resources	☐ Mandatory Findings of Significance
☐ Geology / Soils	☐ Population / Housing	
☐ Greenhouse Gas Emissions	☐ Public Services	

3.2 – Determination

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED:

☐ I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.

☒ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or adopted Negative Declaration has been prepared and will be considered by the approving body or bodies.

☐ I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore, a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.

☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous

EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following: (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration; (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration; (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or, (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Signature: _____ Date: _____

Mathew Evans, Senior Planner

4 Evaluation of Environmental Impacts

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES (COLUMNS)

Effect Examined in the Previous EIR?

This column states whether the specific checklist issue was addressed in the previous EIR and the Initial Study used for focus issues to be evaluated in the EIR.

Conclusion in EIR and Related Documents?

This column summarizes the conclusion of the previous EIR relative to the environmental issue listed under each topic.

Do the Proposed Changes Involve New or More Severe Impacts?

Pursuant to CEQA Guidelines Sections 15162 and 15164, this column states whether the changes represented by the revised project will result in new significant environmental impacts not previously identified or mitigated by the, previous EIR or whether the changes will result in a substantial increase in the severity of a previously identified impact.

New Circumstances Involving New or More Severe Impacts?

Pursuant to CEQA Guidelines Sections 15162 and 15164, this column states whether there have been substantial changes with respect to the circumstances under which the project is undertaken that will require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects.

New Information Requiring New Analysis or Verification?

Pursuant to CEQA Guidelines Sections 15162 and 15164, this column states whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was approved, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If the additional analysis completed as part of this environmental review were to find that the conclusions of the EIR remain the same and no new significant impacts are identified, or identified impacts are not

found to be substantially more severe, or additional mitigation is not necessary, then the question would be answered “no”, and no additional environmental document would be required.

DISCUSSION FOLLOWING CHECKLIST EVALUATION

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers regarding the “Proposed Project in relation to Previous EIR”. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented. Applicable mitigation measures from the previous EIR that apply to the currently proposed Major Modification project are listed under each environmental category.

Conclusion

Each section ends with a summary of the conclusion of the preceding analysis.

4.1 – Aesthetics

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Have a substantial adverse effect on a scenic vista?	Yes	Less than Significant Impact	No	No	No
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?	Yes	Less than Significant Impact	No	No	No
c) In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Yes	Less than Significant Impact	No	No	No
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	No

Proposed Project in relation to Previous EIR

(a) Scenic Vistas. Scenic vistas can be defined as the view of an area that is visually or aesthetically pleasing. The City of Perris is located within the Perris Valley where the terrain is relatively flat which affords a variety of views from many points in the City. Views from the City are very diverse and consist of views of Lake Perris Dam to the northeast, Gavilan Hills to the west, March ARB/IPA to the north, and the Bernasconi Hills to the northeast.

The Initial Study prepared in support of the certified EIR determined that based on its design, landscaping, and the application of standard conditions of approval, the Project would not significantly alter scenic views. The Initial Study concluded that impacts on scenic vistas would be less than significant and no mitigation was recommended. The environmental analysis included in the "Additional Alternatives Information" concluded that, based on the EIR analysis and conclusions, the Approved Alternative 2 would have similar impacts as those identified in the EIR. Therefore, the potential impacts of Approved Alternative 2 would be less than significant and no mitigation was required.

The currently proposed Major Modification Project proposes the same amount of warehouse and office space but includes 11,681 square feet of commercial space compared to 6,960 square feet for the Approved Alternative 2. This additional building area would be on the same sized site as evaluated in the EIR and its appearance would be similar and consistent with that evaluated in the EIR and the "Additional Alternatives Information" document. Therefore, potential impacts of the currently proposed Major Modification Project on scenic vistas would be equivalent to those outlined in those documents (less than significant impact) and no changes or additions to the certified EIR analyses are necessary.

(b) Visual Resources within a State Scenic Highway. The Initial Study prepared in support of the certified EIR concluded that there were no specific scenic resources such as unique trees, rock outcroppings, or unique visual features within the immediate area surrounding the Project site. The site is also not located along a state scenic highway, and the nearest officially designated State Scenic highway is State Route 243 approximately 23 miles east of the site (Caltrans, 2013). The environmental analysis included in the "Additional Alternatives Information" concluded that, based on the EIR analysis and conclusions, the Approved Alternative 2 would have similar impacts as those identified in the EIR (less than significant impact).

The currently proposed Major Modification Project proposes 4,721 more square feet of commercial uses compared to the Approved Alternative 2 but is still located on the same site. Therefore, potential impacts of the currently proposed Major Modification Project on scenic highways would be equivalent to those outlined in the certified EIR and in the "Additional Alternatives Information" (no impact) and no changes or additions to the certified EIR analyses are necessary.

(c) Degrade Existing Visual Character. The Initial Study prepared in support of the certified EIR concluded that the visual character of the area was relatively urban and developing with non-residential uses. The EIR concluded the project would not result in a significant change to the visual character of the area, would have no significant impacts, and no mitigation was required. The environmental analysis included in the "Additional Alternatives Information" concluded that, based on the EIR analysis and conclusions, the Approved Alternative 2 would have similar impacts as those identified in the EIR for Alternative 2 (less than significant impact).

The currently proposed Major Modification Project proposes more commercial building square footage but on the same location as the EIR project and the Approved Alternative 2 site. The environmental analysis included in the "Additional Alternatives Information" concluded that, based on the EIR analysis and conclusions, the Approved Alternative 2 would have similar impacts as those identified in the EIR (less than significant and no mitigation required). The currently proposed Major Modification Project would have a similar appearance to the previously Approved Alternative 2 project in the same location. Therefore, potential impacts of the currently proposed Major Modification Project on the visual character of the area would be equivalent to those of the certified EIR and in the "Additional Alternatives Information" (less than significant impact) and no changes or additions to the certified EIR analyses are necessary.

(d) Light and Glare. The Initial Study prepared in support of the certified EIR concluded there were no sources of light or glare at the Project site but there were sources in all directions in the surrounding area. The EIR concluded that the Project would result in an incremental increase in light and glare in the area by the addition of warehouse, office, and commercial uses. It also recommended implementation of **Mitigation Measure MM-AES-1** to reduce potential light and glare impacts during construction. The environmental analysis included in the "Additional Alternatives Information" concluded that, based on the EIR analysis and conclusions, the Approved Alternative 2 would have similar impacts as those identified in the EIR (less than significant impact with mitigation incorporated).

The currently proposed Major Modification Project includes 4,721 more commercial square feet compared to the Approved Alternative 2 so it would have slightly greater light and glare impacts. The City has standard conditions of approval to address long-term lighting impacts from new development sites. In addition, the Project would be required to implement **Mitigation Measure MM-AES-1** during construction as provided below.

Therefore, potential impacts of the currently proposed Major Modification Project relative to light and glare would be equivalent to those of the certified EIR project and the "Additional Alternatives Information" (less than significant impact with mitigation incorporated). Therefore, no changes or additions to the certified EIR analyses are necessary.

Mitigation Measures

> **MM-AES-1:** Prior to the issuance of grading permits, the applicant shall provide evidence to the City that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast security light into the sky.

4.2 – Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (LESA 1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Yes	No Impact	No	No	No
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Yes	No Impact	No	No	No
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	Yes	No Impact	No	No	No

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
d) Result in loss of forest land or conversion of forest land to non-forest use?	Yes	No Impact	No	No	No
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	Yes	No Impact	No	No	No

Proposed Project in relation to Previous EIR

(a) Designated Farmland. The Important Farmland Finder of the State Department of Conservation states that Prime Farmland, Farmland of Statewide Importance, and Unique Farmland are considered "designated" Farmland. The Initial Study prepared in support of the certified EIR concluded that a portion of the Project site is ot designated by the California Department of Conservation as "Farmlands of Local Importance" in the Farmland Mapping and Monitoring Program. Development of the project would only affect the land on the Project site. Therefore, the Project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. In addition, the site is not used for agricultural production. No impact would occur and no mitigation measures are required.

The environmental analysis included in the "Additional Alternatives Information" approved September 12, 2023, concluded that, based on the EIR analysis and conclusions, the Approved Alternative 2 would have similar impacts as those identified in the EIR (no impact). The currently proposed Major Modification Project proposes development of the same site for commercial uses as under the Approved Alternative 2. The potential impact of the currently proposed Major Modification Project relative to Important Farmland would be equivalent to those of the certified EIR project and the Approved Alternative 2 (no impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(b) Agricultural Zoning or Williamson Act. The Errata Section of the Final EIR corrected the following Initial Study Section V.2 statement regarding agricultural and forest resources. Strikethrough text is to be deleted and underlined text is added.

> According to Riverside County's *Map My County*, the Project site is located within an Agricultural Preserve identified as Perris Valley No. 1 Map No. 56~~; however, it is not identified as being~~ and is still subject to an existing Williamson Act contract. The applicant is in the process of cancelling the contract as previously indicated as a non-renewal in the GP EIR and PVCCSP EIR. In addition, the Project site is vacant land and there have been no recent agricultural activities on site. ~~Therefore,~~ Once the cancellation is completed, the Project will not conflict with a Williamson Act contract and the cancellation would have no impact on existing agricultural operations. No impact will occur.

Therefore, the certified EIR concluded that the EIR project, and any alternatives, would have no impact regarding any Williamson Contract properties. The environmental analysis included in the "Additional Alternatives Information" concluded that, based on the EIR analysis and conclusions, the Approved Alternative 2 would have similar impacts as those identified in the EIR (no impact). The potential impact of the currently proposed Major Modification Project relative to the Williamson Act would be equivalent to those of the certified EIR project and the Approved Alternative 2 (no impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(c) Forest Zoning. The City of Perris General Plan Conservation Element indicates the City has no forest resources and there is no designated forest land, timberland, or forest zoning in the City. The Initial Study prepared in support of the certified EIR concluded that the site did not support any existing forest lands, and the site was not zone as forest lands, timberland, or zoned as timberland (as per Public Resources Code Sections 12220[g] and 4526, and Government Code section 51104[g]). Therefore, the EIR concluded that the Project, and any alternatives, would not conflict with existing forest zoning. The "Additional Alternatives Information" made a similar conclusion (no impact).

Conditions at the site have not changed since the EIR was certified and the currently proposed Major Modification Project would develop the same site as Approved Alternative 2, just with more commercial square footage. The potential impact of the currently proposed Major Modification Project relative to forest zoning would be equivalent to those of the certified EIR and the "Additional Alternatives Information" (no impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(d) Loss of Forest Land. As discussed in Section 4.2.(c) above, the City of Perris General Plan does not designate or indicate there is any forestland or timberland within the City of Perris. The certified EIR concluded that the Project, and any alternatives, would not conflict with existing forest zoning, cause rezoning of forest land, or result in the loss or conversion of forest lands to non-forest uses based on the absence of any forest lands at the site. The "Additional Alternatives Information" made a similar conclusion (no impact).

Conditions at the site have not changed since the EIR was certified, so the potential impact of the currently proposed Major Modification Project relative to forestland would be equivalent to those of the Approved Alternative 2 (no impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(e) Conversion of Land. The certified EIR concluded that the Project site was not designated as "Farmland" (i.e., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance). In addition, as discussed above, the site also does not support any existing forest lands. Therefore, the Project and any alternatives would not involve any changes to the existing environment which could result in the conversion of Farmland to non-agricultural use or forests land to non-forest use. The "Additional Alternatives Information" made a similar conclusion (no impact).

Conditions at the site have not changed since the EIR was certified, so the potential impact of the currently proposed Major Modification Project relative to agriculture or forestland would be equivalent to those of the certified EIR project or the Approved Alternative 2 (no impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

4.3 – Air Quality

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

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Conflict with or obstruct implementation of the applicable air quality plan?	Yes	Less than Significant Impact	No	No	**Yes**
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	**Yes**
c) Expose sensitive receptors to substantial pollutant concentrations?	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	**Yes**
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Yes	Less than Significant Impact	No	No	**Yes**

Proposed Project in relation to Previous EIR

A detailed assessment of potential air quality impacts of the currently proposed Major Modification Project was prepared by Urban Crossroads (*Expressway Commerce Center AQ, GHG, & EA Assessment*) dated 7-17-2025 (*AQ, GHG, & EA Assessment,* **Appendix C**).

(a) Conflict with AQMP. The South Coast Air Quality Management District (AQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin in which the Project site is located. The South Coast AQMD develops rules and regulations; establishes permitting requirements for stationary sources; inspects emissions sources; and enforces such measures, when necessary. The South Coast AQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a sequence of Air Quality Management Plans (AQMPs). The emissions projections for the South Coast AQMD's

previous 2016 AQMP and current AQMP adopted in 2022 are based on the Southern California Association of Government (SCAG) population projections that are based on city and county General Plan land use designations. The certified EIR stated:

> "The project's proposed uses are not consistent with the site's current land use designations. As the project's proposed land use and development is not consistent with the land use designation, the project would require a General Plan Amendment. However, since the project construction and operational regional and localized emissions do not exceed the thresholds of significance, the project would not cause an exceedance of an air quality violation. It should also be noted that the industrial use proposed by the Project will generate less traffic and consequently fewer emissions than if the project site were developed consistent with the Commercial land use designation, which would generate more trips and consequently more emissions than the proposed project."

The certified EIR concluded that Alternative 2, *Lower Intensity Industrial Alternative*, would also have less than significant impacts regarding AQMP consistency. The "Additional Alternatives Information" approved September 12, 2023, for the Approved Alternative 2 made a similar conclusion (less than significant impact) regarding AQMP consistency. The certified EIR also stated the Project, and any alternatives, would be subject to standard conditions to comply with South Coast AQMD Rule 402 for fugitive dust generation during Project construction.

The certified EIR concluded that the Project would not make a cumulatively considerable contribution to regional air pollution with the implementation ion of the recommended mitigation measures. According to the South Coast AQMD's guidance, under these conditions, the Project would have less than significant direct and cumulative air quality impacts. The "Additional Alternatives Information" made a similar conclusion regarding AQMP consistency (less than significant impact).

The currently proposed Major Modification Project is now subject to the most current 2022 AQMP, which is based on the SCAG 2020-2045 growth projections as part of the SCAG 2020 Connect SoCal plan. The potential impacts of the currently proposed Major Modification Project relative to AQMP consistency would be equivalent to those of the certified EIR project and the Approved Alternative 2 (less than significant impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(b) Direct and Cumulative Impacts. A detailed assessment was prepared to compare the air quality impacts of the currently proposed Major Modification Project to those estimated for the Approved Alternative 2. Regarding construction-related impacts, the currently proposed Major Modification Project would develop warehouse, office, and commercial uses similar to the project evaluated in the EIR and the Approved Alternative 2. The currently proposed Major Modification Project would construct 4,721 more square feet of commercial space compared to the Approved Alternative 2 but this would only incrementally increase construction-related emissions which were determined to be less than significant in the certified EIR and the "Additional Alternatives Information" document.

Regarding operational impacts, the certified EIR and its supporting air quality study concluded that the Project would have less than significant impacts from operational emissions. However, the EIR also stated that the Project would implement all applicable standard conditions of approval as well as PVCCSP EIR mitigation measures **MM Air 2** through **MM Air 9**, **MM Air 11**, **MM Air 13**, **MM Air 14**, **MM Air 19**, and **MM Air 20** to help further reduce potential air quality impacts (the Final EIR documented that the Project had already complied with PVCCSP EIR mitigation measure **MM Air 18** regarding coordination with the RTA on a bus stop).

The currently proposed Major Modification Project would have 11,681 square feet of commercial uses compared to the Approved Alternative 2 which proposed 6,960 square feet of commercial uses (see **Table 4.3-1, *Regional Operational Emissions***). Although some of the emissions increased slightly, none of the emissions exceed the South Coast AQMD's daily thresholds of significance so no new or substantially increased impacts would occur. Some of the emissions increased due to the overall retail square footage increase but also a newer version of the air quality model (CalEEMod) was released which calculates emissions a little differently. The updated model includes new emission categories like refrigerants and reflects more recent data for land uses, leading to slightly higher overall emissions despite fewer vehicle and truck trips.

Table 4.3-1
Regional Operational Emissions

All Sources	Emissions (lbs/day)					
	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Approved Alternative 2 Maximum Daily Emissions*	8.85	8.92	56.59	0.11	10.47	2.88
Proposed Major Modification Project Maximum Daily Emissions*	9.39	8.99	75.37	0.18	15.41	4.00
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Either Scenario Exceeds Threshold?	No	No	No	No	No	No

Source: Tables 1 and 2, Urban Crossroads (*AQ, GHG, & EA Assessment*, **Appendix C**)

* Includes summer and winter emissions

The potential air quality impacts would be equivalent to those of the certified EIR Project and the "Additional Alternatives Information" (less than significant impact with mitigation incorporated). No changes or additions to the certified EIR analyses are necessary.

As shown previously in the certified EIR and the "Additional Alternatives Information", as well as **Table 4.3-1** above, the daily construction-related and operational emissions generated by the currently proposed Major Modification Project would not exceed the thresholds of significance recommended by the South Coast AQMD. Therefore, the currently proposed Major Modification Project would not contribute a considerable increase in emissions for the pollutants for which the South Coast Air Basin is in nonattainment.

(c) Sensitive Receptors. Sensitive receptors are those people who are especially sensitive to air pollution including children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For the purposes of CEQA, the South Coast AQMD defines a sensitive receptor as a use such as residences, schools, child-care centers, athletic facilities, playgrounds, retirement homes and convalescent homes.

A Mobile Source Health Risk Assessment (*HRA*) was prepared for the EIR in compliance with PVCCSP EIR mitigation measure **MM Air 15**. The *HRA* evaluated the potential health risk impacts to sensitive receptors (which are residents) and adjacent workers associated with the development of the EIR Project. More specifically, health risk impacts were evaluated for exposure to toxic air contaminants including diesel particulate matter as a result of heavy-duty diesel trucks accessing the site. The *HRA* followed the methodologies required by the South Coast AQMD and the Office of Environmental Health Hazard Assessment for such studies, and examined three exposure scenarios - individual, worker, and school children. The certified EIR concluded that the project would result in health risks that were a tenth or less of the established health standards for all three of the exposure scenarios (EIR Table 4.2-

10, Summary of Cancer and Non-Cancer Risks) with the implementation of the PVCCSP EIR mitigation measures described in Section 4.3(b) above and outlined below.

With implementation of these mitigation measures, the potential direct and cumulative air quality impacts of the currently proposed Major Modification Project would remain similar to the conclusions of the EIR and "Additional Alternatives Information" document (less than significant impact with mitigation incorporated), and no changes or additions to the certified EIR analyses are necessary.

(d) Other Emissions. The certified EIR concluded that potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Project. Land uses typically considered associated with operational odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. The EIR Project does not contain land uses typically associated with emitting objectionable odors (i.e., warehousing, offices, and commercial facilities). Therefore, the certified EIR concluded that no significant impacts related to odors would occur during operation of the Project. The "Additional Alternatives Information" document had a similar conclusion because the land uses in the Approved Alternative 2 were similar to those of the Draft EIR.

The currently proposed Major Modification Project proposes 11,681 square feet of retail commercial uses including 2,700 square feet of fast-food use with drive-thru and 1,600 square feet of retail use in the northern portion of the commercial site and a 7,381-square-foot Auto Zone store in the southern portion of the 3.9-acre site. This compares to 6,960 square feet of similar uses in the Approved Alternative 2. The uses of the currently proposed Major Modification Project would have odor impacts equivalent to those of the certified EIR Project and the Approved Alternative 2 (less than significant impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

Mitigation Measures

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

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

- Requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for +20 days, assuming no rain);

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

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

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

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

PVCCSP MM Air 7: During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on- site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris Building Division.

PVCCSP MM Air 8: Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

PVCCSP MM Air 9: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC

paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.

PVCCSP MM Air 11: Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.

PVCCSP MM Air 13: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good- faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants would be required to use those funds, if awarded.

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

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

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

4.4 – Biological Resources

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	No
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	Yes	No Impact	No	No	No
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Yes	No Impact	No	No	No

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	No
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Yes	No Impact	No	No	No
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	No

Proposed Project in relation to the Previous EIR

(a) Listed or Sensitive Species. For the certified EIR, a General Biological Resources Assessment was conducted for the Project site. The Project site contained little native vegetation due to past disturbance by agricultural activities and regular discing for weed control. The certified EIR concluded that the property supported very low quality habitat for wildlife due to the lack of native vegetation at the site and immediate vicinity. No sensitive natural communities occur at the site including coastal sage scrub, stream channels, or vernal pools." A survey for burrowing owl did not find the species present onsite, however, it concluded that the site had the potential to support burrowing owl and nesting birds and recommended PVCCSP EIR mitigation measures **MM Bio 1** and **MM Bio 2** to conduct pre-construction surveys prior to grading. The certified EIR found no evidence that the site or surrounding area supported any listed or otherwise sensitive plant or animal species including those covered under the County's Multiple Species Habitat Conservation Plan (MSHCP). The certified EIR also recommended payment of the MSHCP development impact fee and the Stephen's kangaroo rat mitigation fee which are standard City conditions of approval– these measures and conditions also apply to any Alternatives to the EIR project as well. The "Additional Alternatives Information" document arrived at similar conclusions to the EIR regarding impacts for the Approved Alternative 2.

The currently proposed Major Modification Project site is covered by the MSHCP and is the same site as addressed in the EIR Project and the Approved Alternative 2. Therefore, the current Project's potential impacts related to listed or otherwise sensitive species would be equivalent to those of the certified EIR Project and the Approved Alternative 2 (less than significant impact with mitigation incorporated) and the mitigation would still apply. No changes or additions to the certified EIR analyses are necessary.

(b) Riparian or Sensitive Habitat. The certified EIR did not identify any indicators of State or federal jurisdictional waters, wetlands, ponds, or stream channels. Additionally, no riparian habitat or other sensitive communities (i.e., wetlands, streams, ponds, and vernal pools) were observed during the field investigations for the EIR project bio report. Therefore, the EIR concluded that the Project would not impact any riparian habitat, jurisdictional areas, stream channels, wetlands or vernal pools.

The currently proposed Major Modification Project covers the same site but with slightly different commercial uses as were evaluated in the certified EIR and the "Additional Alternatives Information" document. Due to repeated disturbance, the Project site still does not support any riparian or sensitive habitat. Therefore, the currently proposed Major Modification Project's potential impacts related to listed or otherwise sensitive species would be equivalent to those of the certified EIR Project and the Approved Alternative 2 (no impact). No changes or additions to the certified EIR analyses are necessary.

(c) Wetlands. As outlined in the Initial Study in support of the certified EIR, no indicators of State or federal jurisdictional waters, wetlands, ponds, or stream channels were found onsite. Additionally, no riparian habitat or other sensitive communities (i.e., wetlands, streams, ponds, and vernal pools) were observed during the field investigations for the EIR Project General Biological Resources Assessment. Therefore, the certified EIR concluded that the Project would not impact any riparian habitat, jurisdictional areas, stream channels, wetlands or vernal pools. This conclusion also applied to Approved Alternative 2 evaluated in the "Additional Alternatives Information" document (no impact).

The currently proposed Major Modification Project proposes similar land uses as evaluated in the certified EIR and the "Additional Alternatives Information" document as part of the EIR approval process. Due to repeated disturbance, the Project site still does not support any sensitive habitat or wetlands. Therefore, the proposed Major Modification Project's potential impacts related to wetlands would be equivalent to those of the certified EIR project and its Approved Alternative 2 (no impact). No changes or additions to the certified EIR analyses are necessary.

(d) Wildlife Movement. Wildlife corridors are areas whose primary function is to connect at least two significant wildlife habitat areas and those areas which are utilized by numerous wildlife species. Wildlife movement and habitat fragmentation are important issues in assessing impacts to wildlife. Habitat fragmentation occurs when a proposed action results in a single, unified habitat area being divided into two or more areas, such that the division isolates the two new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of a habitat to another habitat, or from one habitat type to another habitat type.

The certified EIR stated that the site is disturbed and surrounded by developed uses so it does not support any wildlife corridors. Therefore, development of the EIR Project, and the Approved Alternative 2, would not have any significant impact on wildlife movements in the immediate area with implementation of required PVCCSP EIR mitigation measure **MM Bio 1**.

The currently proposed Major Modification Project proposes development of similar uses on the same site evaluated in the certified EIR and the "Additional Alternatives Information". These documents determined that development under either scenario would have less than significant impacts with implementation of the required mitigation measure. Therefore, no changes or additions to the certified EIR analyses are necessary.

(e) Local Policies. The Perris Municipal Code includes Section 19.71, Urban Forestry (Ordinance 1262) which was established to recognize the importance of trees in the City's urban environment. The Initial Study prepared as part of the certified EIR and the onsite biological survey found only one tree onsite which would be removed as part of the EIR Project. Loss of this tree would be compensated for through the development of a landscape plan for the Project which would include planting numerous trees throughout the site and there would be no impact. This analysis and conclusion also applied to the Approved Alternative 2 as evaluated in the "Additional Alternatives Information" document.

The currently proposed Major Modification Project would develop the same site as evaluated in the certified EIR and the "Additional Alternatives Information" document. The Project site has not changed so impacts of its development relative to local biological policies would thus be equivalent to those of the certified EIR project and the Approved Alternative 2 (no impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(f) Habitat Conservation Plans. The site and offsite improvement areas are within the MSHCP, and a biological assessment of the site was conducted as part of the certified EIR in 2023. The EIR stated that the site is not within or adjacent to any MSHCP Cell Criteria, not within a proposed MSHCP Conservation Area, or contain resources that would require the proponent to enter into the Habitat Evaluation and Acquisition Negotiation Strategy process or comply with any additional conservation measures for MSHCP Cell Criteria Areas, Cores, or Linkages. The certified EIR concluded that the Project would not impact any habitat conservation plans with implementation of PVCCSP EIR mitigation measures **MM Bio 1** and **MM Bio 2**. A similar conclusion was made regarding Approved Alternative 2 in the "Additional Alternatives Information" document as part of the EIR approval process.

The currently proposed Major Modification Project covers the same property as evaluated in the certified EIR and the "Additional Alternatives Information" document as part of the EIR process. Overall physical conditions at the site have not changed since the EIR was certified in 2023, and the site is still not within an MSHCP Criteria Cell or Conservation Area. The current Project's potential impacts relative to the MSHCP would thus be equivalent to those of the EIR Project and subsequent Approved Alternative 2 Project (less than significant impact with mitigation incorporated). Similar to the EIR Project, the Project applicant would be required to pay the MSHCP development impact fee as well as the Stephen's Kangaroo Rat Habitat Conservation Plan fee since the site is within the established Stephen's kangaroo rat impact fee area. Therefore, no changes or additions to the certified EIR analyses are necessary.

Mitigation Measures

> **PVCCSP MM Bio 1:** In order to avoid violation of the MBTA and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for all PVCCSP implementing development and infrastructure projects shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species. If site-preparation activities for an implementing project are proposed during the nesting/breeding season (February 1 to August 31), a pre- activity field survey shall be conducted by a qualified biologist prior to the issuance of grading permits for such project, to determine if active nests of species protected by the MBTA or the California Fish and Game

Code are present in the construction zone. If active nests are not located within the implementing project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected (under MBTA or California Fish and Game Code) bird nests (non-listed), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active.

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

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

4.5 – Cultural Resources

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	No
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	No
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	No

Proposed Project in relation to the Previous EIR

(a) Historical Resources. A detailed Phase I Cultural Resource Assessment was prepared for the EIR project site in 2023 and presented in the Initial Study as part of the EIR. The *Cultural Resource Assessment* allowed the City to determine that the EIR Project would not cause any substantial adverse changes to any "historical resources," as defined by CEQA. A similar conclusion was reached for Approved Alternative 2 in the "Additional Alternatives Information" document.

The currently proposed Major Modification Project would develop the same property as was evaluated in the certified EIR and in the "Additional Alternatives Information" document. Overall physical conditions at the site have not changed since the EIR was certified in 2023. The *Cultural Resource Assessment* and EIR recommended two project-level **Mitigation Measures MM-CR-1** and **MM-CR-2** (provided at the end of this Section). The currently proposed Major Modification Project's potential impacts to historical resources would thus be equivalent to those of the EIR Project and Approved Alternative 2 (less than significant impact with mitigation incorporated) and the adopted mitigation measures would still apply. Therefore, no changes or additions to the certified EIR analyses are necessary.

(b) Archaeological Resources. The *Cultural Resource Assessment* for the EIR Project included contact with the Native American Heritage Commission, Aqua Caliente Band of Cahuilla Indians, Rincon Band of Luiseno Indians, Morongo Cultural Heritage Program, Morongo Band of Mission Indians, Pala Tribal Historic Preservation Office, Soboba Band of Luiseno Indians, and Pechanga Cultural Resources Office. The *Cultural Resource Assessment* found no evidence of cultural resources on or adjacent to the site. However, the region has been inhabited by Native American tribes for thousands of years, and

unanticipated resources may be found during grading. Therefore, **Mitigation Measure MM-CR-1** was adopted to reduce potential impacts on cultural resources to less than significant levels.

The currently proposed Major Modification Project would develop the same property as was evaluated in the certified EIR and the "Additional Alternatives Information" document. Overall physical conditions at the site have not changed since the EIR was certified in 2023. The current Project's potential impacts to cultural resources would thus be equivalent to those of the EIR Project and Approved Alternative 2 (less than significant impact with mitigation incorporated).

(c) Human Remains. The Initial Study for the certified EIR concluded that the site had been utilized for agricultural purposes for many decades and was not expected to contain any human remains, including those interred outside of formal cemeteries. The *Cultural Resource Assessment* concluded that there were no indications of a formal cemetery or informal family cemetery at the site; therefore, the Project is not expected to have any impact on any human remain. However, the potential exists for previously unknown human remains to be discovered at the site during project construction activities. **Mitigation Measure MM-CR-2** was adopted to ensure that any human remains that might be discovered at the site are treated appropriately pursuant to Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code.

The currently proposed Major Modification Project would develop the same property evaluated in the certified EIR and in the "Additional Alternatives Information" document. Overall physical conditions at the site have not changed since the EIR was certified in 2023. The current Project's potential impacts to cultural resources related to human remains would thus be equivalent to those identified in the certified EIR and Approved Alternative 2 (less than significant impact with mitigation incorporated). Therefore, no changes or additions to the certified EIR analyses are necessary.

Mitigation Measures

MM-CR-1: Archaeological Monitoring. Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site Project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground disturbing activities shall occur at the site or within the off-site Project improvement areas until the archaeologist has been approved by the City.

The 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 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 to allow time for the recording and removal of the resources.

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 (AB) 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 will 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 artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the Project proponent and Project archaeologist shall notify the City of Perris Planning Division and the Soboba Band of Luiseño Indians and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians or the Pechanga Band of Luiseño Indians shall be retained to assist the Project archaeologist in the significance determination of the Native American as deemed possible. The designated Luiseño tribal representative will be given ample time to examine the find. 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 tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts.

Native American artifacts that are relocated/reburied at the Project site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist.

Native American artifacts that are relocated/reburied at the Project site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist. 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 archaeologist, in consultation with the designated Luiseño 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 University of California, Riverside, Eastern Information Center (EIC) and the Luiseño tribe(s) involved with the Project.

MM-CR-2: Human Remains Procedures. 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 Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. 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 would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño 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 Project proponent 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 Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and the median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98l 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 EIC.

4.6 – Energy

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	**Yes**
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	**Yes**

A detailed assessment of potential energy impacts of the currently proposed Major Modification Project was prepared by Urban Crossroads (*Expressway Commerce Center AQ, GHG, & EA Assessment*) dated 7-17-2025 (*AQ, GHG, & EA Assessment,* **Appendix C**).

Proposed Project in relation to the Previous EIR

(a) Energy Consumption. Section 4.4, Energy of the certified EIR analyzed potential energy-related impacts of the Project for both construction and operation. During construction, the largest type of energy that would be consumed would be vehicle fuels, mainly diesel for grading-related equipment and heavy-duty trucks, and gasoline for medium and light duty trucks and passenger vehicles, including construction workers and vendors. The EIR concluded that all construction activities would consume approximately 80,507 gallons of diesel fuel and approximately 44,837 gallons of gasoline. Consumption of these fuels is equal to approximately 16,460 Million British Thermal Units (BTUs) assuming 137,381 BTUs per gallon of diesel fuel and 120,429 BTUs per gallon of gasoline, with 67% of that consumption from diesel fuel. The EIR incorporated the following mitigation measures from the PVCCSP EIR: **MM Air 14**, **MM Air 19**, and **MM Air 20** (provided at the end of this Section). The certified EIR concluded that with the required mitigation, potential energy-related impacts would be less than significant. The "Additional Alternatives Information" document concluded the Approved Alternative 2 would consume approximately the same amount of energy for construction as the EIR Project.

The currently proposed Major Modification Project proposes an incremental increase in the amount of commercial space compared to the Approved Alternative 2 (from 6,960 to 11,681 square feet) although the amount of warehouse and office space would remain the same (overall a 1.5% increase in total square footage). This would result in a negligible increase in construction-related energy use. The

current Project would therefore have less than significant impacts related to energy consumption during construction.

The certified EIR stated that operation of the EIR Project included transportation energy consumed by passenger car and truck vehicles accessing the Project site and facilities energy consumed by building operations and site maintenance activities. The certified EIR concluded that the EIR Project would produce approximately 2,647,522 annual vehicle miles traveled (VMT) and consume an estimated 175,471 gallons of fuel of various types but mainly diesel by tractor trailer rigs. Operation of the EIR Project would consume approximately 699,315 thousand British Thermal Units (kBTUs) of natural gas per year and approximately 922,964 kiloWatt-hours (kWh) of electricity each year. The "Additional Alternatives Information" document concluded that the Approved Alternative 2 would consume 16% less energy (electric and natural gas) during operation due to its smaller size (approximately 17 less total square footage) compared to the EIR Project. The EIR Project and Approved Alternative 2 would have to comply with applicable provisions of the California Green Building Code regarding energy and water efficient fixtures. In addition, outdoor water use would be monitored by irrigation controls as prescribed in the California Green Building Standards (CALGreen) Code. The certified EIR concluded that the EIR Project would have less than significant impacts related to operational energy impacts. Implementation of applicable PVCCSP EIR mitigation measures would further reduce the EIR Project's impact on energy resources and help ensure the Project does not result wasteful, inefficient, or unnecessary consumption of energy.

An assessment of energy impacts of the currently proposed Major Modification Project was prepared by Urban Crossroads in July 2025 (**Appendix C**). According to that study, the current Project would result in an estimated annual fuel consumption of approximately 164,956 gallons of fuel compared to 175,471 gallons estimated in the certified EIR for the EIR Project and 145,203 gallons estimated in the "Additional Alternatives Information" document. This represents a net increase of approximately 19,751 gallons which is due to the small increase in retail commercial uses compared to the Approved Alternative 2. This amount of transportation energy use is considered to be less than significant and similar to the conclusion reached in the certified EIR (less than significant impact with mitigation incorporated).

The energy assessment concluded that the commercial uses of currently proposed Major Modification Project would consume approximately 668,667 kWh/year of electricity and approximately 1,91,587 kBTU/year of natural gas. This is an increase in the energy use identified for the commercial uses of the certified EIR Project which were estimated at approximately 266,842 kWh/year of electricity and 1,464,976 kBTU/year of natural gas. These increases are due to the change in proposed commercial uses but do not represent a substantial change relative to operational energy use as documented in the certified EIR. With implementation of the recommended mitigation measures, the currently proposed Major Modification Project would not result in any significant energy-related impacts and no changes or additions to the certified EIR analyses are necessary.

(b) Conflict with Local Plan. The certified EIR concluded that the EIR Project would be consistent with established state, regional, and local energy conservation regulations. This included PVCCSP EIR mitigation measures **MM Air 4, MM Air 11, MM Air 14, MM Air 19,** and **MM Air 20** to further reduce future energy consumption from workers driving to and from the Project and from street lighting. With implementation of these mitigation measures, the currently proposed Major Modification Project would also have less than significant energy-related impacts. Therefore, no changes or additions to the certified EIR analyses are necessary.

Mitigation Measures

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

PVCCSP MM Air 11: Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.

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

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

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

4.7 – Geology and Soils

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Yes	No Impact	No	No	No
ii) Strong seismic ground shaking?	Yes	Less than Significant Impact	No	No	No
iii) Seismic-related ground failure, including liquefaction?	Yes	Less than Significant Impact	No	No	No
iv) Landslides?	Yes	No Impact	No	No	No
b) Result in substantial soil erosion or the loss of topsoil?	Yes	Less than Significant Impact	No	No	No
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Yes	Less than Significant Impact	No	No	No

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Yes	Less than Significant Impact	No	No	No
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Yes	No Impact	No	No	No
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	No

Proposed Project in relation to the Previous EIR

(a.i) Fault Ruptures. Based on a site-specific Geotechnical Investigation, the Initial Study prepared as part of the certified EIR concluded that the EIR Project and any alternatives would have less than significant impacts related to fault rupture since the site is not located in an Alquist-Priolo Earthquake Fault Zone and there are no other known faults in the vicinity. In addition, the City of Perris General Plan Safety Element did not indicate the presence of any active faults. Therefore, the certified EIR concluded that potential impacts related to surface fault rupture would be less than significant. The "Additional Alternatives Information" prepared for Approved Alternative 2 echoed this conclusion since it covered the same site as the EIR Project.

The currently proposed Major Modification Project proposes the same amount of warehousing and office space and slightly more commercial space than the EIR Project or the Approved Alternative 2. However, it covers the same site so it would have the same conclusions as the certified EIR and Approved Alternative 2 relative to fault rupture (less than significant impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(a.ii) Strong Seismic Shaking. Based on a site-specific Geotechnical Investigation, the Initial Study prepared as part of the certified EIR concluded that the EIR Project and any alternatives would have less than significant impacts related to strong seismic shaking with design and construction in

accordance with current building codes and all geotechnical recommendations. The "Additional Alternatives Information" prepared for Approved Alternative 2 echoed this conclusion since it covered the same site as the EIR Project.

The currently proposed Major Modification Project proposes the same amount of warehousing and office space and slightly more commercial space than the EIR Project or the Approved Alternative 2. However, it covers the same site so it would have the same conclusions as the certified EIR relative to seismic ground shaking (less than significant impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(a.iii) Liquefaction. Based on a site-specific Geotechnical Investigation, the Initial Study prepared as part of the certified EIR concluded that the EIR Project and any alternatives would have less than significant impacts related to liquefaction. The Initial Study concluded that project design and construction in accordance with current building codes and all geotechnical recommendations would reduce potential impacts from liquefaction to a less than significant level. The "Additional Alternatives Information" prepared for the Approved Alternative 2 echoed this conclusion since it covered the same site as the EIR Project.

The currently proposed Major Modification Project proposes the same amount of warehousing and office space and slightly more commercial space than the EIR Project or the Approved Alternative 2. However, it covers the same site so it would have the same conclusions as the certified EIR relative to liquefaction (less than significant impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(a.iv) Landslides. Based on a site-specific Geotechnical Investigation, the Initial Study prepared as part of the certified EIR concluded that the EIR Project and any alternatives would have no potential for landslides since there were no steep slopes on or adjacent to the Project site. Therefore, the certified EIR concluded there would be no impacts related to landslides and no mitigation was required. The "Additional Alternatives Information" prepared for the Approved Alternative 2 echoed this conclusion since it covered the same site as the EIR Project.

The currently proposed Major Modification Project proposes the same amount of warehousing and office space and slightly more commercial space than the EIR Project or the Approved Alternative 2. However, it covers the same site so it would have the same conclusions as the certified EIR relative to landslides (no impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(b) Erosion. Based on a site-specific geotechnical study, the Initial Study concluded that the EIR Project would have less than significant impacts related to erosion if design and construction were carried out in accordance with current building codes and all geotechnical recommendations. The "Additional Alternatives Information" prepared for the Approved Alternative 2 echoed this conclusion since it covered the same site as the EIR Project. However, soil stabilization (such as PVCCSP EIR mitigation measure **MM Air 3**) (see Section 4.3, Air Quality) is required for projects within the PVCC area.

The currently proposed Major Modification Project proposes the same amount of warehousing and office space and slightly more commercial space than the EIR Project or the Approved Alternative 2. The current Project covers the same site so it would have the same conclusions as the certified EIR relative to erosion (less than significant impact). In addition, PVCCSP EIR mitigation measure **MM Air 3** would still be required to further help reduce potential erosion. Therefore, no changes or additions to the certified EIR analyses are necessary.

(c) Unstable Geologic Unit. Based on a site-specific Geotechnical Investigation, the Initial Study prepared as part of the certified EIR concluded that the EIR Project and any alternatives would have less than significant impacts related to unstable geology. The Initial Study concluded that Project design and construction in accordance with current building codes and all geotechnical recommendations would reduce potential impacts to less than significant levels. The "Additional Alternatives Information" prepared for the Approved Alternative 2 echoed this conclusion since it covered the same site as the EIR Project.

The currently proposed Major Modification Project proposes the same amount of warehousing and office space and slightly more commercial space than the EIR Project or the Approved Alternative 2. However, it covers the same site so it would have the same conclusions as the certified EIR relative to unstable geologic units (less than significant impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(d) Expansive Soils. Based on a site-specific Geotechnical Investigation, the Initial Study concluded that the EIR Project would have less than significant impacts related to expansive soils. The Initial Study concluded that Project design and construction in accordance with current building codes and all geotechnical recommendations would reduce potential soil-related impacts to less than significant levels. The "Additional Alternatives Information" prepared for the Approved Alternative 2 echoed this conclusion since it covered the same site as the EIR Project.

The currently proposed Major Modification Project proposes the same amount of warehousing and office space and slightly more commercial space than the EIR Project or the Approved Alternative 2. However, it covers the same site so it would have the same conclusions as the certified EIR relative to soil constraints (less than significant impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(e) Septic Systems. The Initial Study prepared as part of the certified EIR stated that the EIR Project would connect to existing sewer facilities; therefore, septic tanks or an alternative wastewater disposal system would not be permitted or utilized. The EIR Project would also connect to existing sewer lines and treatment facilities, so there would be no impact. The "Additional Alternatives Information" prepared for the Approved Alternative 2 echoed this conclusion since it covered the same site as the EIR Project.

The currently proposed Major Modification Project proposes the same amount of warehousing and office space and slightly more commercial space than the EIR Project or the Approved Alternative 2. However, it covers the same site so it would have the same conclusions as the certified EIR (no impact) since it would also utilize a sewer system and not septic systems. Therefore, no changes or additions to the certified EIR analyses are necessary.

(f) Paleontological Resources. The Initial Study prepared as part of the EIR concluded that the EIR Project and any alternatives could have potential impacts related to paleontological resources. The EIR required implementation of **Mitigation Measure MM-GEO-1** (provided at the end of this Section) which is the preparation of a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The Initial Study concluded that with this mitigation measure, the EIR Project would have a less than significant impact. The "Additional Alternatives Information" prepared for the Approved Alternative 2 echoed this conclusion since it covered the same site as the EIR Project.

The currently proposed Major Modification Project proposes the same amount of warehousing and office space and slightly more commercial space than the EIR Project or the Approved Alternative 2.

However, it covers the same site so it would have the same conclusions as the certified EIR relative to paleontological resources (less than significant impact with mitigation incorporated).

Mitigation Measures

MM-GEO-1: Prior to the issuance of grading permits, the project applicant shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during onsite and off-site subsurface excavation that exceeds three (3) feet in depth. Selection of the paleontologist shall be subject to approval of the City of Perris Director of Development Services and no grading activities shall occur at the site until the paleontologist has been approved by the City.

Monitoring shall be restricted to undisturbed subsurface areas of older alluvium, which might be present below the surface. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.

A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, would signify completion of the program to mitigate impacts to paleontological resources.

4.8 – Greenhouse Gas Emissions

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Yes	Less than Significant Impact	No	No	**Yes**
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Yes	Less than Significant Impact	No	No	**Yes**

A detailed assessment of potential greenhouse gas impacts of the currently proposed Major Modification Project was prepared by Urban Crossroads (*Expressway Commerce Center AQ, GHG, & EA Assessment*) dated 7-17-2025 (*AQ, GHG, & EA Assessment,* **Appendix C**).

Proposed Project in relation to the Previous EIR

(a) Greenhouse Gas (GHG) Emissions. Section 4.6, Greenhouse Gas Emissions of the certified EIR concluded that the EIR Project would generate approximately 2,539.85 Metric Tons of carbon dioxide equivalents per year ($MTCO_2e$/year) from construction, area, energy, waste, and water usage so the Project would not exceed the South Coast AQMD's 10,000 $MTCO_2e$ threshold of significance for industrial projects. Therefore, the EIR Project would not have the potential to result in a cumulatively considerable impact with respect to GHG emissions. The certified EIR also concluded that Alternative 2 would generate slightly more traffic than the EIR Project due to having more commercial uses but its impact would also be less than significant. However, the certified EIR also acknowledged that implementation of applicable PVCCSP EIR mitigation measures for air pollutant emissions (PVCCSP EIR mitigation measures **MM Air 2**, **MM Air 4**, **MM Air 7**, **MM Air 11**, **MM Air 13**, **MM Air 14**, **MM Air 19**, and **MM Air 20**, provided in Section 4.3, Air Quality) are required for projects within the PVCC area to help further reduce potential GHG emissions.

The "Additional Alternatives Information" document concluded that the Approved Alternative 2 would generate approximately 3,744.41 $MTCO_2e$/year (Table 2, UC 5-16-23), which is a 47.4% increase over the emissions of the certified EIR Project, but that it would not exceed the South Coast AQMD's 10,000 $MTCO_2e$ threshold of significance for industrial projects. The potential impact of the Approved Alternative 2 would, therefore, be less than significant, similar to the conclusion of the certified EIR regarding its Project and its Alternative 2.

A technical assessment of GHG impacts of the currently proposed Major Modification Project was prepared by Urban Crossroads in July 2025 (**Appendix C**). The assessment concludes that the current

Project would result in a total of 3,673.14 $MTCO_2e$/year compared to the 3,744.41 $MTCO_2e$/year from the Approved Alternative 2 (-2%). This amount of GHG emissions is 44.6% more than those of the certified EIR Project but is still below the South Coast AQMD's 10,000 $MTCO_2e$/year threshold of significance for industrial projects; therefore, the currently proposed Major Modification Project would have less than significant impacts related to GHG emissions. However, the Major Modification Project would also implement the applicable PVCCSP EIR mitigation measures cited above to help further reduce potential GHG emissions. Therefore, no changes or additions to the certified EIR analyses are necessary. A summary of the GHG emissions from these three development scenarios are shown below in **Table 4.8-1, GHG Emissions Comparison**.

Table 4.8-1
GHG Emissions Comparison

Study	Land Uses	GHG Emissions (Total CO_2e)	% Change Compared to Certified EIR
Certified EIR	347,918 square foot (sf) high-cube transload/short-term warehouse building.	2,539.85	-
Approved Alternative 2	A single 304,572 square foot warehouse building, 1,600 square feet of commercial retail, 3,760 square feet of fast-food restaurant with drive-through window use, and 1,600 square feet of fast-food restaurant without drive-through window use.	3,744.41	+47.4%
Currently Proposed Project	The industrial building is proposed to remain at 304,572 square feet; however, the Project proposes a major modification for the retail component to include the development of 1,600 square feet of commercial retail use, 3,000 square feet of fast-food restaurant with drive-through window use, and a 7,381 square foot Auto Zone for a total of 316,553 square feet (net increase of 5,021 square feet).	3,673.14	+44.6%

(b) Conflict with Applicable Plans. The certified EIR stated that the EIR Project would comply with the City of Perris Climate Action Plan (CAP) through compliance with the PVCCSP EIR mitigation measures for air pollutant emissions required for air quality (PVCCSP EIR mitigation measures **MM Air 2**, **MM Air 4**, **MM Air 7**, **MM Air 11**, **MM Air 13**, **MM Air 14**, **MM Air 19**, and **MM Air 20** provided in Section 4.3, Air Quality). These mitigation measures would also further reduce the EIR Project's contribution of GHG emissions from both construction and operation and are required for implementation of projects within the PVCC area and as outlined in the PVCCSP EIR. The EIR Project would not conflict with local strategies and state/regional strategies listed in the Perris CAP. The certified EIR also stated that any of the Alternatives in the EIR would be subject to the same PVCCSP EIR mitigation measures.

The certified EIR stated that the EIR Project would also be also subject to California Building Code requirements. New buildings must achieve the most current Building and Energy Efficiency Standards and California Green Building Standards requirements, which include energy conservation measures and solid waste reduction measures. While the certified EIR Project does not include reduced parking,

increased density, or a mixed-use development, it would provide sidewalks, bike racks, pedestrian walkways, and Transportation Demand Management (TDM) measures to encourage the use of alternative modes of transportation (walking, biking, and transit). Therefore, the certified EIR concluded that the EIR Project and its alternatives would not conflict with applicable GHG reduction measures in the CAP and potential impacts would be less than significant. However, the PVCCSP EIR mitigation measures would still be required. The “Additional Alternatives Information” prepared for the Approved Alternative 2 echoed this conclusion since it covered the same site as the EIR Project.

Similar to the EIR Project and the Approved Alternative 2, the proposed Major Modification Project would implement the most current Green Building, State Energy Standards, and the City’s CAP, as well as provide sidewalks, bike racks, pedestrian walkways, and TDM measures to encourage the use of alternative modes of transportation (walking, biking, and transit) outlined in the certified EIR. In these ways, the Major Modification Project would comply with applicable GHG reduction strategies and plans. Similar to the conclusions of the certified EIR and “Additional Alternatives Information”, the currently proposed Major Modification Project would have less than significant impacts regarding GHG reduction plans and strategies, and the PVCCSP EIR mitigation measures would still be required.

4.9 – Hazards and Hazardous Materials

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Yes	Less than Significant Impact	No	No	No
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	No
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Yes	Less than Significant Impact	No	No	No
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Yes	No Impact	No	No	No

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	**Yes**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	No
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Yes	Less than Significant Impact	No	No	No

Proposed Project in relation to the Previous EIR

(a). Routine Use of Hazardous Materials. A Phase I Environmental Site Assessment was prepared for the EIR Project and was used in the analysis of the Initial Study. Section V.9 of the Initial Study concluded that construction would involve some standard on-site use of hazardous substances in vehicles (diesel, gasoline and other hydrocarbons). Some solvents and paints were also expected to be used during construction. Upon completion of the non-residential buildings, employees would be expected to utilize small amounts of commercial hazardous materials and waste. Based on expected compliance with state and federal regulations, the Initial Study concluded that the EIR Project would have a less than significant impact relative to the routine use of hazardous materials and no mitigation was required. The certified EIR also concluded that all of the Alternatives would have similar impacts in this regard since they proposed similar uses. The "Additional Alternatives Information" document prepared for the Approved Alternative 2 echoed this conclusion (less than significant impact).

The currently proposed Major Modification Project includes uses identical to those evaluated in the certified EIR (warehouse, office, and retail commercial). The physical conditions at the site have not changed substantially since the *Phase I Environmental Site Assessment* was prepared, the EIR was certified, and Alternative 2 was approved. Therefore, the current Project's potential impacts related to the use of hazardous materials would be equivalent to those of the Approved Alternative 2 (less than significant impact).

(b) Accidental Release of Hazardous Materials. The Initial Study concluded that the Project site had the potential to result in hazards to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, These concerns were due to the possible presence of agricultural chemicals applied to the site in the past and the possibility of finding buried materials during grading. The Initial Study recommended implementation of **Mitigation Measures MM-HAZ-1** and **MM-HAZ-2** to reduce these potential impacts to less than significant levels. The certified EIR concluded that these measures would also apply to any alternatives since they involve the same property. The "Additional Alternatives Information" document determined that these mitigation measures would also apply to the Approved Alternative 2.

Since the currently proposed Major Modification Project involves the same property as the EIR Project and Approved Alternative 2, the current Project would also implement **Mitigation Measures MM-HAZ-1** and **MM-HAZ-2**, as listed at the end of this Section. Potential impacts of the currently proposed Major Modification Project relative to the release of hazardous materials would be equivalent to those of the certified EIR Project and the Approved Alternative 2 (less than significant impact with mitigation incorporated). Therefore, no changes or additions to the certified EIR analyses are necessary.

(c) Proximity to Schools. The Initial Study for the certified EIR determined that the EIR Project would not emit significant quantities of hazardous emissions, nor would it handle large quantities of hazardous materials, substances or wastes. Therefore, the certified EIR concluded that the EIR Project and any EIR alternatives would have less than significant impacts relative to impacts on local schools from hazardous materials. The "Additional Alternatives Information" document made the same conclusion for Approved Alternative 2.

The currently proposed Major Modification Project involves the same site as the EIR Project, EIR alternatives, and Approved Alternative 2 so it would have the same conclusion as the certified EIR relative to proximity to schools (less than significant impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(d) Government Code Section 65962. The *Phase 1 Environmental Site Assessment* prepared for the certified EIR concluded that the site is not listed on any agency list of hazardous materials sites so the EIR Project does not conflict with Government Code Section 65962.5. This conclusion also applied to the alternatives evaluated in the certified EIR, as well as the Approved Alternative 2, since they all apply to the same site. Therefore, the certified EIR concluded that the EIR Project and any EIR alternatives would have less than significant impacts and the "Additional Alternatives Information" document made the same conclusion for the Approved Alternative 2.

The currently proposed Major Modification Project encompasses the same site as the EIR Project and Approved Alternative 2. Physical conditions at the site have not changed since the *Phase I Environmental Site Assessment* was prepared and the EIR was certified. In addition, a current check of the State governmental databases indicates the site is still not on the "Cortese List" (Includes the GeoTracker website maintained by the State Water Resources Control Board and the EnviroStor website maintained by the State Department of Toxic Substances Control.). The current Project's

potential impacts related to Government Code Section 65962.5 would thus be equivalent to those of the certified EIR and Approved Alternative 2 (no impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(e) Airport Land Use Plan. The Initial Study prepared for the EIR concluded that the EIR Project was consistent with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP) and related Air Force Safety Zone restrictions on the site. Therefore, potential airport hazards associated with the EIR Project were determined to less than significant. Section 5 of the certified EIR also concluded that potential impacts to the EIR alternatives relative to the March ARB/IPA ALUCP would also be less than significant. In fact, the certified EIR stated… "The Lower Intensity Industrial Alternative was developed to be consistent with the ALUCP and Air Force Safety Zone land use restrictions." (this refers to EIR Alternative 2 and the Approved Alternative 2). However, EIR **Mitigation Measure MM-HAZ-3** was recommended to be implemented to ensure that Project development was consistent with the recommendations of the March ARB/IPA ALUCP relative to future development of the site.

The currently proposed Major Modification Project was designed to also be consistent with the March ARB/IPA ALUCP restrictions similar to the layout of the EIR Project and the Approved Alternative 2. The current Project was reviewed and approved by the Airport Land Use Commission (ALUC) on January 8, 2026, and the required Conditions of Approval are outlined under the updated **Mitigation Measure MM-HAZ-3**. The ALUC Approval Letter is provided as **Appendix H** of this EIR Addendum.

Therefore, the currently proposed Major Modification Project's potential impacts related to airports and airstrips would be equivalent to those of the certified EIR Project and the Approved Alternative 2 (less than significant impact with mitigation incorporated) with implementation of the updated **Mitigation Measure MM-HAZ-3**. Therefore, no changes or additions to the certified EIR analyses are necessary.

(f) Emergency Plans. The Initial Study for the EIR concluded that the City's Emergency Operations Plan [2013] is oriented toward the preservation of life, property and the environment as an inherent function of local, state and federal government agencies. The Plan ensures the effective allocation of resources for protection of people and property in time of emergency. The Plan covers hazards including earthquakes, failure of Perris or Diamond Valley Dams, wildland fire, hazardous materials and terrorism. The EIR Project does not include homes so it would not add population to the City but would add employees who might be affected by emergencies. The Project site is located adjacent to two major roadways with freeway access to the west if evacuation is necessary. Therefore, the EIR Project would not conflict with the Perris Emergency Operations Plan. However, construction of the EIR Project could result in temporary delays on the major roadways but this would be addressed through the submittal and approval of a traffic control plan (PVCCSP EIR mitigation measure **MM Air 2**) (see Section 4.3, Air Quality). Any potential impacts would be less than significant. The "Additional Alternatives Information" document concluded that the Approved Alternative 2 would have similar impacts (less than significant impact).

The currently proposed Major Modification Project is very similar to the Approved Alternative 2 as it encompasses the same site and proposes similar land uses. The current Project would also be required to submit a traffic control plan. Therefore, the current Project will have less than significant impacts regarding emergency planning.

(g) Wildfire Risk. The Initial Study for the certified EIR examined fire protection services and determined impacts to those would be less than significant. In addition, the City of Perris General Plan Safety Element indicates that the Project site is not within a High or Very High Fire Risk Zone and is

not within a Local or State Responsibility Area. Finally, the site is in an urbanized area with developed uses or land planned for urban uses surrounding it, and no upland areas adjacent with native vegetation that could support the spread of wildfire. Therefore, the certified EIR concluded that the EIR Project and any EIR alternatives would have less than significant impacts related to wildfires. The "Additional Alternatives Information" document came to a similar conclusion for Approved Alternative 2 (less than significant impact).

The currently proposed Major Modification Project would be located on the same site as the EIR Project and Approved Alternative 2. Therefore, its potential impacts relative to wildfire risk will be the same (Less than significant impact) and no changes or additions to the certified EIR analyses are necessary.

Mitigation Measures

MM-HAZ-1: Pesticide Presence: Prior to any ground disturbance activities, the Project applicant shall coordinate the sampling and laboratory testing of onsite soils for contamination by past agricultural chemicals (e.g., pesticides, herbicides, rodenticides, heavy metals, etc.) with the County Department of Environmental Health Services (DEH). If requested, the applicant shall submit a workplan to DEH for review and approval prior to the completion of grading. If any past agricultural chemicals are found in levels that exceed applicable health standards, a qualified contractor shall be retained to remove and properly dispose of such materials. Any work conducted shall be in compliance with DEH guidelines as the appropriate oversight agency. If sampling and laboratory testing are performed, a final report shall be prepared and submitted to DEH for review and approval prior to issuance of a certificate of occupancy.

MM-HAZ-2: Buried Hazards: If any former fuel tanks or other potentially hazardous materials are found during grading or any ground disturbing activities, work in that area shall be halted within 100 feet of the find and a qualified environmental contractor shall be retained. The contractor shall assess the risk or hazard level of the material(s) and identify the most appropriate method of remediation. This work shall occur in coordination with and to the satisfaction of the County Department of Environmental Health Services (DEH).

MM-HAZ-3: ALUC Consistency. Prior to issuance of a certificate of occupancy, the applicant shall demonstrate the Project has complied with the following conditions issued by the Riverside County Airport Land Use Commission (ALUC) at its January 8, 2026, meeting relative to March Air Reserve Base/Inland Port Airport (March ARB/IPA):

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

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

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

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

(e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including, but not limited to, places of worship and theaters), buildings with more than 2 aboveground habitable floors, hazardous materials and critical community infrastructure facilities.

(f) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.

(g) Any other uses not permitted in (Accident Potential Zone I/ Accident Potential Zone II) pursuant to DoDI 4165.57 Appx.2, Tbl.1.

(h) Other Hazards to Flight.

3. Prior to issuance of building permits, the landowner shall convey an avigation easement to the March Inland Port Airport Authority or its successor in interest or provide evidence that such easement has been previously conveyed. The Airport Authority may waive this requirement in the event that the Authority determines that pre-existing avigation easements dedicated to the United States of America are sufficient to address its needs. Contact the March Joint Powers Authority at (951) 656-7000 for additional information.

4. The attached notice shall be given to all prospective purchasers of the property and tenants of the buildings.

5. Any other proposed basin would require review and approval by the ALUC. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

   Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS,

WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

7. Noise attenuation measures shall be incorporated into the design of the office, retail, and restaurant areas, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

8. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

9. This project has been evaluated as consisting of (within Zone B1-APZ-II) 275,051 square feet of e-commerce warehouse area (no office area proposed) and (within Zone C1) a portion of the main industrial building including 9,521 square feet of warehouse area,10,000 square feet of first floor office area, and 10,000 square feet of second floor office mezzanine area; a standalone 7,381 square foot retail building, and a standalone 4,300 square foot retail/restaurant building with an 3 car stack drive-thru which includes 1,600 square feet of retail area, 1,215 square feet of dining area and 1,485 square feet of kitchen area. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria**,** at the discretion of the ALUC Director.

10. Zoned fire sprinkler systems shall be required throughout the industrial building.

4.10 – Hydrology and Water Quality

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Yes	Less than Significant Impact	No	No	**Yes**
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Yes	Less than Significant Impact	No	No	No
c) 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:	Yes	Less than Significant Impact	No	No	No
i) result in substantial erosion or siltation on- or off-site;	Yes	Less than Significant Impact	No	No	No
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	Yes	Less than Significant Impact	No	No	No

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	Yes	Less than Significant Impact	No	No	No
iv) impede or redirect flood flows?	Yes	Less than Significant Impact	No	No	No
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Yes	Less than Significant Impact	No	No	No
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Yes	Less than Significant Impact	No	No	No

An updated Water Quality Management Plan Report was prepared for the currently proposed Major Modification Project, prepared by United Engineering Group CA, Inc., in November 2025 (*WQMP,* **Appendix D**).

Proposed Project in relation to the Previous EIR

(a) Violate Water Quality Standards. Section 4.7, Hydrology and Water Quality of the certified EIR concludes that development of the site would involve grading of more than one acre; therefore, the Project applicant would be required to obtain a National Pollution Discharge Elimination System (NPDES) General Construction permit and comply with permit requirements effective at the time of construction. To address post-construction erosion and discharge impacts, the Project applicant. would be required to prepare a project-specific Water Quality Management Plan (WQMP) to identify measures to treat and/or limit the entry of contaminants into the storm drain system. Construction activities would also require preparation of a Storm Water Pollution Prevention Plan (SWPPP) to prevent potential short-term water contamination. The certified EIR concluded that the EIR Project and the EIR Alternatives would have less than significant impacts regarding water quality standards with short- and long-term

regulatory compliance (SWPPP and WQMP) including City standard conditions. The "Additional Alternatives Information" document made a similar conclusion regarding the Approved Alternative 2.

The currently proposed Major Modification Project would have very similar runoff and water quality conditions compared to the EIR Project and Approved Alternative 2 with implementation of short- and long-term regulatory compliance (SWPPP and WQMP) including City standard conditions. The updated WQMP (**Appendix D**) prepared for the current Project concludes that the Major Modification Project would provide two underground storage systems and two Modular Wetland Systems (WQMP Table D.3) instead of surface treatment basins to protect water quality, as these are now the preferred/required systems to address water quality/drainage. Potential impacts would remain similar to the certified EIR and Approved Alternative 2 (less than significant impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(b) Groundwater Supplies. The certified EIR concluded that the Project site is served by the Eastern Municipal Water District (EMWD) and is underlain by the EMWD's Perris North groundwater basin. Implementation of the EIR Project would reduce the pervious areas available for potential natural recharge (due to the construction of the buildings, parking areas, roadway improvements, and sidewalks, etc.). The EIR Project would direct onsite flows to three underground storage facilities although the site is not within a recharge area. The EIR Project would not deplete groundwater supplies or interfere with groundwater recharge, so its impact in this regard would be less than significant, and no mitigation is required. The "Additional Alternatives Information" document reached a similar conclusion for Approved Alternative 2 (less than significant impact).

The currently proposed Major Modification Project occupies the same site as the EIR Project and Approved Alternative 2, both of which result in 90% impervious surfaces. The current Project would have slightly more commercial square footage and would require a SWPPP and WQMP to address onsite runoff and water quality. The use of two underground storage systems (designated 1A and 3A, and two Modular Wetland Systems (designated 1B and 3B) would treat onsite runoff while allowing stored runoff to percolate back into the local aquifer to the maximum extent possible so there would be no significant impacts to the local groundwater. Potential impacts would be less than significant and no changes or additions to the certified EIR analyses are necessary.

(c) Alter Drainage Patterns. Section 4.7 of the certified EIR concluded that runoff from the Project site is primarily sheet flow to the northeast and the ultimate outfall is a storm drain inlet near the northeast corner of the site. The site is within the Perris Valley Master Drainage Plan (MDP) with regional lines located north (Line E) and east (Line E-01) of the Project site. Since the Project site is within the MDP, the Project is required to participate in funding/installing regional facilities as appropriate. The MDP is a financing mechanism used to fund construction of new or improved drainage facilities. MDP fees are imposed on new land development within the MDP area. The certified EIR concluded that the EIR Project and EIR Alternatives would not alter local drainage patterns so potential impacts would be less than significant. The certified EIR identified that regulatory compliance with standard City conditions was required. The "Additional Alternatives Information" document made a similar conclusion regarding the Approved Alternative 2.

The currently proposed Major Modification Project occupies the same site, proposes the same types of land uses, and creates the same amount of new impervious area as the EIR Project and Approved Alternative 2. The current Project would have an approved SWPPP and WQMP supported by a hydraulic analysis so that its potential impacts would be the same as those identified in the certified EIR (less than significant impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(c.i) Erosion. The certified EIR was supported by a WQMP with hydrologic analyses that demonstrated that the EIR Project would not contribute to significant erosion either onsite or offsite and potential impacts would be less than significant. The certified EIR made similar conclusions regarding the EIR Alternatives, and the "Additional Alternatives Information" document made a similar conclusion regarding Approved Alternative 2.

The currently proposed Major Modification Project occupies the same site, proposes the same types of land uses, and creates the same amount of new impervious area as the EIR Project and Approved Alternative 2. The current Project would have an approved SWPPP and WQMP supported by a hydraulic analysis so its potential short- and long-term erosion impacts would be the same as those identified in the certified EIR (less than significant impact) and regulatory compliance and standard City conditions shall apply. Therefore, no changes or additions to the certified EIR analyses are necessary.

(c.ii) Increase Surface Runoff. The certified EIR was supported by a WQMP with hydrologic analyses that demonstrated that the EIR Project would not contribute to an increase in offsite downstream runoff and any potential impacts would be less than significant. The certified EIR made similar conclusions regarding the EIR Alternatives, and the "Additional Alternatives Information" document made a similar conclusion regarding Approved Alternative 2.

The currently proposed Major Modification Project occupies the same site, proposes the same types of land uses, and creates the same amount of new impervious area as the EIR Project and Approved Alternative 2. The current Project would have an approved SWPPP and WQMP supported by a hydraulic analysis so its potential short- and long-term impacts related to downstream runoff would be the same as those identified in the certified EIR (less than significant impact) and regulatory compliance and standard City conditions shall apply. Therefore, no changes or additions to the certified EIR analyses are necessary.

(c.iii) Exceeding Flood Control Capacities. The certified EIR was supported by a WQMP with hydrologic analyses that demonstrated that the EIR Project would not contribute to an increase in offsite downstream runoff that would exceed storm channel capacities with planned offsite improvements and potential impacts would be less than significant. The certified EIR made similar conclusions regarding the EIR Alternatives, and the "Additional Alternatives Information" document made a similar conclusion regarding Approved Alternative 2.

The currently proposed Major Modification Project occupies the same site, proposes the same types of land uses, and creates the same amount of new impervious area as the EIR Project and Approved Alternative 2. The current Project would have an approved SWPPP and WQMP supported by a hydraulic analysis so its potential short- and long-term impacts related to downstream runoff and flood control capacity would be the same as those identified in the certified EIR (less than significant impact) and regulatory compliance and standard City conditions shall apply. Therefore, no changes or additions to the certified EIR analyses are necessary.

(c.iv) Flood Flows. Section 4.7 of the certified EIR concluded that the Project site is not located within a designated 100-year floodplain as recognized by both FEMA and Riverside County. Therefore, implementation of the EIR Project or EIR Alternatives would not place structures within the 100-year flood hazard area or redirect flood flows and potential impacts would be less than significant. The "Additional Alternatives Information" document made a similar conclusion.

The currently proposed Major Modification Project occupies the same site, proposes the same types of land uses, and creates the same amount of new impervious area as the EIR Project and Approved

Alternative 2. The current Project would not place any improvements in a flood prone area so its potential impacts would be the same as those identified in the certified EIR and for the Approved Alternative 2 (less than significant impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(d) Other Water-Related Risks or Pollution. As described above, the certified EIR concluded the Project site was not subject to flooding and is 37 miles inland from the Pacific Ocean, so it is not subject to tsunami risks. However, the Project site is located approximately two miles southwest of Lake Perris (Perris Reservoir). Strong seismic shaking from a large earthquake could result in damage to the dam. Although inundation from dam failure is a slight possibility, the potential for that event to actually occur is relatively small. In addition, Exhibit 4.5-12, Dam Inundation Map, from the City of Perris General Plan EIR identifies that except for a small area at the very northeast corner of the Project site, the east boundary of the site along N. Perris Boulevard coincides with the western extent of the maximum Dam Inundation Area. The design of the EIR Project would raise the northeastern corner of the site out of the identified inundation area. Therefore, the certified EIR concluded that the EIR Project and its alternatives would have less than significant impacts relative to these risks based on project location and design. The "Additional Alternatives Information" document made a similar conclusion regarding Approved Alternative 2.

The currently proposed Major Modification Project occupies the same site and proposes the same types of land uses as the EIR project and Approved Alternative 2. Therefore, its potential impacts regarding water-related risks would be the same as those identified in the certified EIR (less than significant impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(e) Conflict with Water Quality or Groundwater Management Plans. The previous Thresholds 4.9.a and 4.9.b above discuss the EIR Project's consistency with regional water quality plans and local groundwater management. The certified EIR determined that any potential impacts of the EIR Project or its alternatives would be less than significant with project design and standard conditions for water quality. The "Additional Alternatives Information" document made a similar conclusion regarding Approved Alternative 2.

The currently proposed Major Modification Project occupies the same site and proposes the same types of land uses as the EIR Project and Approved Alternative 2. It would have its own SWPPP and WQMP. Therefore, its potential impacts regarding water-related risks would be the same as those identified in the certified EIR (less than significant impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

4.11 – Land Use and Planning

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Physically divide an established community?	Yes	Less than Significant Impact	No	No	No
b) 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?	Yes	Less than Significant Impact	No	No	No

Proposed Project in relation to the Previous EIR

(a) Divide neighborhoods. The Initial Study prepared as part of the certified EIR concluded that the Project site is vacant and surrounded by non-residential uses except for a mobile home park near the southeast corner of the site across Perris Boulevard. The site is designated for non-residential uses so the EIR Project would be consistent with the area and would not divide an established neighborhood. The certified EIR concluded that the EIR Project and its alternatives would have less than significant impacts regarding dividing neighborhoods. The "Additional Alternatives Information" document came to a similar conclusion for Approved Alternative 2.

The currently proposed Major Modification Project occupies the same site and proposes the same types of land uses as the EIR Project and Approved Alternative 2. Therefore, its potential land use and planning impacts regarding neighborhood division would be the same as those identified in the certified EIR (less than significant impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

(b) Conflict with Applicable Plans. Section 4.8, Land Use and Planning of the certified EIR evaluated the EIR Project's consistency with the applicable policies from the City of Perris General Plan, SCAG's regional plans and their goals and projections, and the March ARB/IPA ALUCP that have been adopted for the purpose of avoiding or mitigating an environmental impact. The certified EIR found that the EIR Project would be consistent with all of these plans without mitigation. [Additionally, it should be noted that the EIR Project required **Mitigation Measure MM-HAZ-3** (which outlines the many land use designs and operational restrictions for new development to prevent air operational conflicts with aircraft) in Section 4.9, Hazards and Hazardous Materials.] The certified EIR found that the EIR Project and the EIR Alternatives were consistent with applicable local and regional plans and would have less than significant land use and planning impacts. The "Additional Alternatives Information" document made similar conclusions regarding the Approved Alternative 2.

The currently proposed Major Modification Project occupies the same site and proposes similar land uses to the EIR Project and the EIR Alternatives as well as Approved Alternative 2. The current Project would have land use and planning impacts similar to those outlined in the certified EIR (less than significant impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

4.12 – Mineral Resources

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Yes	No Impact	No	No	No
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Yes	No Impact	No	No	No

Proposed Project in relation to the Previous EIR

(a-b) Designated Mineral Resources. The Initial Study prepared for the certified EIR concluded that Figure OS-5 of the Riverside County General Plan shows that the Project site is located within Mineral Resource Zone 3 (MRZ-3), which is defined as a Mineral Resource Zone where the significance of mineral deposits cannot be determined from the available data, and no known significant mineral resources have been identified in the vicinity of the site by the city or the state. Lands within the City of Perris and its Sphere of Influence are designated MRZ-3 and MRZ-4, which are not defined as significant resource areas. Additionally, no sites within the City of Perris City limits have been designated as locally important mineral resource recovery sites in the City of Perris General Plan or County of Riverside General Plan. The certified EIR concluded that the EIR Project and EIR Alternatives would have no impact on any locally important mineral resources. The "Additional Alternatives Information" made the same conclusion about the Approved Alternative 2 (no impact).

The currently proposed Major Modification Project occupies the same site and proposes uses similar to those evaluated in the EIR. The physical conditions of the site have not changed since the EIR was certified, including surrounding land. The Project's potential impacts related to loss of local or regionally significant mineral resources would be equivalent to those of the EIR Project and Approved Alternative 2 (no impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

4.13 – Noise

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) 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?	Yes	Less than Significant Impact	No	No	**Yes**
b) Generation of excessive groundborne vibration or groundborne noise levels?	Yes	Less than Significant Impact	No	No	No
c) 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, would the project expose people residing or working in the project area to excessive noise levels?	Yes	Less Than Significant Impact	No	No	No

A detailed assessment of potential noise impacts of the currently proposed Major Modification Project was prepared by Urban Crossroads (*Expressway Commerce Center Noise Assessment*) in July 2025 (*Noise Assessment,* **Appendix E**).

Proposed Project in relation to the Previous EIR

(a) Noise Exceeds Standards. A detailed Noise Study was prepared to support the certified EIR analysis of noise impacts. The Noise Study estimated that construction noise levels would range from 53.8 to 73.4 dBA Lmax, and the highest construction levels are expected to range from 60.8 to 73.4 dBA Lmax at the nearby receiver locations. Although the Noise Study determined that the noise impacts of EIR Project construction would be less than significant, the City of Perris requires that PVCCSP EIR

mitigation measures **MM Noise 1** through **MM Noise 4** (provided at the end of this Section) are included for projects within the PVCC area.

The certified EIR found that traffic generated by the operation of the EIR Project would not substantially influence the traffic noise levels in surrounding off-site areas. EIR Project traffic represented an incremental increase to the existing roadway volumes, which was not even expected to generate a barely perceptible noise level increase of 3 dBA CNEL at nearby sensitive land uses adjacent to study area roadways, since a doubling of the existing traffic volumes would be required to generate a 3 dBA CNEL increase. Due to the low traffic volumes generated by the EIR Project, the off-site traffic noise levels would be less than significant and no mitigation was required. In addition, the certified EIR found that the operational 24-hour noise levels at the nearest receiver locations are expected to range from 39.1 to 49.6 dBA CNEL which would not exceed the City's 60 dBA CNEL exterior noise level standards at the nearest receiver locations. Therefore, long-term operational noise impacts of the EIR Project and EIR Alternatives were determined to be less than significant. The "Additional Alternatives Information" document made a similar conclusion regarding Approved Alternative 2.

The currently proposed Major Modification Project has the same warehousing and office uses, has the but slightly more commercial uses than the Approved Alternative 2. The *Noise Assessment* prepared for the Major Modification Project by Urban Crossroads in July 2025 (**Appendix E**) estimated that operational noise levels for the current Project would vary from 40.4 to 54.7 dBA Lmax during daytime and vary from 40.1 to 54.2 dBA Lmax at nighttime – all of these are less than the City's 60 dBA Lmax noise standard. Therefore, the construction-related noise impacts of the currently proposed Major Modification Project would be equivalent to those estimated for the EIR Project in the certified EIR.

The *Noise Assessment* also determined that operation of the current Project, which has the same warehousing and office uses but slightly more commercial uses than the EIR Project or Approved Alternative 2, would similarly not exceed local noise standard at the nearest sensitive receptors. However, PVCCSP EIR mitigation measures **MM Noise 1** through **MM Noise 4** would still apply. Therefore, the currently proposed Major Modification Project would have similar operational noise impacts as identified for the EIR Project and its Alternatives and for Approved Alternative 2 (less than significant impact). Therefore, no changes or additions to the has the same warehousing and office uses but slightly more commercial uses than the EIR Project or Approved Alternative 2EIR analyses are necessary.

(b) Excessive Vibration. A Noise Study was prepared as part of the certified EIR analysis. That Noise Study concluded that at distances ranging from 273 feet to 740 feet from typical construction activities and at the Project site boundary, construction vibration levels could range from 42.9 to 55.9 VdB, which would satisfy the FTA *Transit Noise and Vibration Impact Assessment* methodology guidelines for maximum-acceptable vibration criteria for different types of land uses. Therefore, the vibration impacts due to EIR Project construction would be less than significant. Although the EIR Noise Study determined that the potential vibration impacts would be less than significant, the City of Perris requires that PVCCSP EIR mitigation measures **MM Noise 1** through **MM Noise 4** are included for projects within the PVCC area to help further reduce any potential noise and vibration impacts during construction. The certified EIR made similar conclusions regarding the EIR Alternatives, and the "Additional Alternatives Information" document made a similar conclusion regarding Approved Alternative 2.

The currently proposed Major Modification Project occupies the same site and proposes land uses similar to the Approved Alternative 2. Therefore, its operational vibration impacts would be similar to those of Approved Alternative 2, which were determined to be less than significant. Therefore, the current Project would have less than significant vibration impacts. However, for similar reasons,

PVCCSP EIR mitigation measures **MM Noise 1** through **MM Noise 4** would also be implemented to help further reduce potential noise and vibration impacts during construction (see discussion in Section 4.13(a) above). Therefore, the currently proposed Major Modification would also have a less than significant impact with implementation of the required PVCCSP EIR mitigation measures and no changes or additions to the certified EIR analyses are necessary.

(c) Airport/Airstrip Noise. The Initial Study prepared for the EIR concluded that March Air Reserve Base/Inland Port Airport (March ARB/IPA) is located approximately 1.3 miles northwest of the Project site boundary. The *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan* (March ARB/IPA ALUCP) included the policies for determining the land use compatibility of the Project. The March ARB/IPA, Map MA-1, indicates that the Project site is located within Compatibility Zone B-1, and the Table MA-1 Compatibility Zone Factors indicates that this area is considered to have a *high* noise impact, and is mostly within or near the 65 to 70 dBA CNEL noise level contour boundaries. Consistent with the Basic Compatibility Criteria, listed in Table MA-2 of the March ARB/IPA ALUCP, noise sensitive outdoor uses are not permitted. The March ARB/IPA ALUCP does not identify industrial-use specific noise compatibility standards, and therefore, the State Office of Planning and Research (OPR) *Land Use Compatibility for Community Noise Exposure* was used to assess potential aircraft-related noise levels at the project site. The OPR guidelines indicate that industrial uses, such as the EIR Project, are considered *normally acceptable* with exterior noise levels of up to 70 dBA CNEL. The noise contour boundaries of March ARB/IPA showed that the EIR Project was considered to be *normally acceptable* land use since it is located outside the 70 dBA CNEL noise level contour boundaries. Therefore, the certified EIR concluded that the EIR Project and its alternatives would not expose people residing or working in the project area to excessive noise levels from March ARB/IPA. Potential impacts would be less than significant and no mitigation was required. The “Additional Alternatives Information” document made a similar conclusion for the Approved Alternative 2.

The currently proposed Major Modification Project occupies the same site and has similar uses to the EIR project and the Approved Alternative 2 except the current Project has 4,721 square feet more commercial building space than the Approved Alternative 2 (+1.5% of the total square footage).

Additionally, the current Project was reviewed and approved by ALUC on January 8. The ALUC Approval Letter is provided as **Appendix H** of this EIR Addendum.

Mitigation Measures

PVCCSP MM Noise 1: During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer 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.

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

PVCCSP 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.

PVCCSP 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.

4.14 – Population and Housing

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Yes	Less than Significant Impact	No	No	No
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Yes	No Impact	No	No	No

Proposed Project in relation to the Previous EIR

(a) Induce Unplanned Population Growth. Initial Study Section V.14 concluded that the EIR Project would not cause any demonstrable housing or population growth and so would not affect the existing population and housing forecasts for the City of Perris and Riverside County. Therefore, it would also have less than significant impacts on population and housing resources. The "Additional Alternatives Information" document reached a similar conclusion regarding the Approved Alternative 2 for similar reasons (i.e., it has no residential uses).

The currently proposed Major Modification Project does not include any residential uses, similar to the EIR Project and Approved Alternative 2, but would have slightly more commercial square footage compared to Approved Alternative 2. In addition, the current Project would not involve the installation of new offsite utilities necessary to connect to existing infrastructure systems that are adjacent to or in the vicinity of the site. The current Project would also not extend roadways or utilities in a manner that would indirectly induce substantial growth in the immediate vicinity of the site or elsewhere. The currently proposed Major Modification Project would have less than significant impacts on existing or anticipated population or housing similar to the conclusions reached for the EIR Project and Approved Alternative 2. Therefore, no changes or additions to the certified EIR analyses are necessary.

(b) Displace People or Housing. The Initial Study prepared for the certified EIR concluded that the Project site was vacant and did not contain any housing. Therefore, the certified EIR concluded that the EIR Project and any EIR Alternatives would not displace any existing housing in the general area so no

impact would occur. The “Additional Alternatives Information” prepared for the Approved Alternative 2 echoed this conclusion since it covered the same site as the EIR Project.

The currently proposed Major Modification Project site is still vacant and contains no housing, so its development would not result in the displacement of any housing or persons and the current Project’s potential impacts in this regard would be equivalent to those of the EIR Project and the Approved Alternative 2 (no impact). Therefore, no changes or additions to the certified EIR analyses are necessary.

4.15 – Public Services

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Fire protection?	Yes	Less than Significant Impact	No	No	No
b) Police protection?	Yes	Less than Significant Impact	No	No	No
c) Schools?	Yes	Less than Significant Impact	No	No	No
d) Parks?	Yes	Less than Significant Impact	No	No	No
e) Other public facilities?	Yes	Less than Significant Impact	No	No	No

Proposed Project in relation to the Previous EIR

(a-e) Public Services. Section V.15 of the Initial Study determined that all potential impacts of the EIR Project on public services, including fire protection, police, schools, solid waste, and other governmental services, would be less than significant with implementation of standard conditions such as payment of development impact fees and installation of adequate water system for fire protection. The certified EIR also concluded that the proposed land use change from commercial to light industrial would not have a substantial impact on public services beyond those previously identified in the PVCCSP EIR (less than significant with regulatory compliance and standard conditions). This conclusion applied to the EIR Project and all the EIR Alternatives. A similar conclusion was reached in the "Additional Alternatives Information" document regarding Approved Alternative 2.

The currently proposed Major Modification Project occupies the same site and proposes similar types and intensity of land uses as the Approved Alternative 2, although it would have 4,721 more square feet of commercial uses (+1.5% of total square footage). The City would require implementation of standard conditions to pay development and school impacts fees and comply with the City Fire Code. Based on this information, the current Project would also result in less than significant impacts on public services with adherence to standard conditions, similar to the conclusions reached in the certified EIR. Therefore, no changes or additions to the certified EIR analyses are necessary.

4.16 – Recreation

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Yes	Less than Significant Impact	No	No	No
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Yes	Less than Significant Impact	No	No	No

Proposed Project in relation to the Previous EIR

(a-b) Increase Park Use and Need for New Parks. Section V.16 of the Initial Study concluded that non-residential projects do not create significant demands on existing parks or the need for new parks. The certified EIR concluded that any indirect impacts to parks and other recreational facilities caused by the EIR Project would be reduced to less than significant levels with payment of applicable Park and Recreation Facilities impact fees as outlined in the standard conditions of approval for the Project. The certified EIR made a similar conclusion regarding the EIR Alternatives. The "Additional Alternatives Information" document made a similar conclusion regarding Approved Alternative 2.

The currently proposed Major Modification Project is on the same site and proposes non-residential land uses similar to those of the EIR Project and the Approved Alternative 2, although it would have slightly more commercial uses compared to Approved Alternative 2. All required standard conditions would be implemented. Therefore, the current Project would also result in less than significant impacts to recreation resources and no changes or additions to the certified EIR analyses are necessary.

4.17 – Transportation

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Conflict with a program plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities?	Yes	Less than Significant Impact with Mitigation	No	No	**Yes**
b) Would the project conflict or be inconsistent with CEQA Guidelines[2] section 15064.3, subdivision (b)?	Yes	Less than Significant Impact	No	No	**Yes**
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Yes	Less than Significant Impact	No	No	No
d) Result in inadequate emergency access?	Yes	Less than Significant Impact	No	No	No

A detailed assessment of potential transportation-related impacts of the currently proposed Major Modification Project was prepared by Urban Crossroads (*Expressway Commerce Center Trip Generation & VMT Assessment*) in July 2025 (**Appendix F**).

Proposed Project in relation to the Previous EIR

(a) Circulation Plan Consistency. At this time under CEQA, the primary determinate of potential circulation plan impacts of future development is based on vehicular trips generated by the proposed land uses. Section 4.10, Transportation, of the certified EIR was based on a detailed traffic impact assessment which focused on Level of Service (LOS) changes relative to congestion on local streets and intersections. A comparison of trip generation for the Approved Alternative 2 land uses to the currently proposed Major Modification Project is shown below in **Table 4.17-1, *Trip Generation Comparison***.

Table 4.17-1
Trip Generation Comparison

Land Plan	AM Peak Hour			PM Peak Hour			Total Daily Trips
	In	Out	Total	In	Out	Total	
Approved Alternative 2	70	55	125	47	42	89	1,166
Currently Proposed Project	47	39	86	35	34	69	806
Difference[(A)] Percent	-23	-16	-39	-12	-8	-20	-360 (-31%)

Source: Table 3, Urban Crossroads Trip Generation & VMT Assessment, July 2025 (**Appendix F**)
(A) Difference divided by Approved Alternative 2

As shown in **Table 4.17-1**, the currently proposed Major Modification Project is anticipated to result in a net reduction in the daily and peak hour trips as compared to the Approved Alternative 2 evaluated in the 2023 Traffic Assessment prepared for the "Additional Alternatives Information" document for Approved Alternative 2. The City's Guidelines indicate that an LOS-based traffic study should be prepared if a project contributes 50 or more net new peak hour trips to any off-site intersection. Since the currently proposed Major Modification Project would generate fewer than 50 net new peak hour trips (reduction of trips from the Approved Alternative 2), the 2023 Traffic Assessment does not need to be revised. Therefore, Circulation Element impacts of the current Project would be less than those of Approved Alternative 2 and would remain less than significant.

Regarding non-vehicular transportation impacts, the Perris Transit Center is also served by Metrolink commuter train service on tracks that parallel the I-215 Freeway just east of the Project site. At the time that the EIR was certified (2023) the Perris-South Station in the City was served by 14 trains per weekday (7 in each direction) to and from the Perris area. The EIR Project would also provide sidewalks on Perris Boulevard and Ramona Expressway adjacent to the Project site.

The EIR Project would provide applicable Transportation Uniform Mitigation Fee (TUMF), development impact fees, and fair share contributions as appropriate and as required by City standard conditions of approval. Therefore, with conditions of approval and payment of County TUMF and City development impact fees, the EIR concluded that the EIR Project would not conflict with any program plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities with the inclusion of PVCCSP EIR mitigation measures **MM Trans 1**, **MM Trans 2**, and **MM Trans 5** (provided at the end of this Section), as required for projects within the PVCC area, to address potential transportation impacts of the EIR Project not related to LOS (congestion). The "Additional Alternatives Information" document came to a similar conclusion for Approved Alternative 2.

Similar to the conclusions for the EIR Project and the Approved Alternative 2, the proposed Major Modification Project would have similar traffic-related impacts and would also implement PVCCSP EIR mitigation measures **MM Trans 1**, **MM Trans 2**, and **MM Trans 5** to address potential transportation impacts not related to LOS (congestion). Therefore, no changes or additions to the certified EIR analyses are necessary.

(b) CEQA Guidelines Section 15064.3(b)[VMT]. In response to Senate Bill (SB) 743, the California Natural Resource Agency certified and adopted new CEQA Guidelines in December 2018, which now identify Vehicle Miles Traveled (VMT) as the most appropriate metric to evaluate a project's transportation impact under CEQA (Section 15064.3). Effective July 1, 2020, the previous CEQA metric

of LOS, typically measured in terms of automobile delay, roadway capacity and congestion, will no longer constitute a significant environmental impact.

In the 2023 Traffic Assessment prepared for Approved Alternative 2, the Project's industrial component met the City's VMT Daily Trip Screening criteria. Similarly, the currently proposed Major Modification Project also met the applicable VMT screening threshold (reference **Appendix F**). The current Project is proposing 4,721 more square feet of retail commercial uses compared to the Approved Alternative 2; however, the total retail area would remain under 50,000 square feet which meets the screening criteria for local serving uses.

The City of Perris released its own "Transportation Impact Analysis Guidelines for CEQA" in 2021 (City TIA Guidelines). The following screening evaluation follows the City's VMT analysis methodology and recommended thresholds identified in the City TIA Guidelines. The City TIA Guidelines provide details on appropriate screening criteria that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed analysis. Screening criteria are broken into the five types, and a land use project only needs to meet one of the following five criteria below to result in a less than significant traffic impact:

- Affordable Housing
- High Quality Transit Areas (HQTA) Screening
- Local-Serving Land Use
- Low VMT Area
- Net Daily Trips Less than 500 ADT

As identified in the City TIA 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 currently proposed Major Modification Project proposes that its commercial uses would be local serving; therefore, the local-serving land use screening criteria is met.

Since the currently proposed Major Modification Project would meet the Local-Serving Land Use screening criteria, no additional VMT analysis is required and anticipated Project VMT impacts would be less than significant and no mitigation is required. Therefore, no changes or additions to the certified EIR analyses are necessary.

(c) Circulation Design Hazards. The Initial Study for the certified EIR concluded that the Project site was located on two major roadways in the City, Perris Boulevard and Ramona Expressway which also has direct access to the I-215 Freeway to the west. The site plan shows perimeter access around the industrial and commercial land uses and the City and developer discussed driveway access alternatives along Ramona Expressway at length. The certified EIR concluded that the EIR Project and EIR Alternatives had less than significant impacts relative to circulation design hazards. The "Additional Alternatives Information" document made a similar conclusion for Approved Alternative 2.

The currently proposed Major Modification Project occupies the same site and proposes land uses similar to both the EIR project and the Approved Alternative 2 but with 4,721 more commercial square footage (+1.5% of total square footage) compared to the Approved Alternative 2. The current Project would also have less than significant impacts related to circulation design hazards and no mitigation is required. Therefore, no changes or additions to the certified EIR analyses are necessary.

(d) Emergency Access. The Initial Study for the EIR concluded that the Project site was located along two major roadways in the City, Perris Boulevard and Ramona Expressway which also has direct access to the I-215 Freeway to the west for local and regional emergency access. The EIR Project provides perimeter access around the industrial and commercial land uses and the City for emergency vehicles. The certified EIR concluded that the EIR Project and EIR Alternatives would have less than significant impacts relative to emergency access. Implementation of PVCCSP EIR mitigation measure **MM Air 2** (see Section 4.3, Air Quality) regarding a traffic control plan during construction is also required for projects within the PVCC area to further reduce any potential roadway delay impacts during construction. The "Additional Alternatives Information" document made a similar conclusion for Approved Alternative 2.

The currently proposed Major Modification Project occupies the same site and proposes land uses similar to both the EIR project and the Approved Alternative 2 but with 4,721 more commercial square footage (+1.5% of total square footage) compared to Approved Alternative 2. The current Project would also be required to implement PVCCSP EIR mitigation measure **MM Air 2**. The currently proposed Major Modification Project would also have less than significant impacts related to emergency access. Therefore, no changes or additions to the certified EIR analyses are necessary.

Mitigation Measures

PVCCSP 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.

PVCCSP 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.

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

4.18 – Tribal Cultural Resources

Would the Project 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 Cultural Native American tribe, and that is:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
i) 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	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	No
ii) 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.	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	No

Proposed Project in relation to the Previous EIR

(a-b) Significant Tribal Resources. Section 4.11, Tribal Cultural Resources of the certified EIR described the SB 18 and AB 52 Native American Consultation process involving the City and local Native American tribal representatives. That consultation was noticed to 16 separate representatives from local tribes on April 2, 2021. The City received requests to consult with two tribes, the Pechanga Band of Indians and the Agua Caliente Band of Cahuilla Indians. The two tribes provided language for two mitigation measures, **MM-CR-1** and **MM-CR-2**, which were incorporated into the certified EIR. The certified EIR also stated that these measures would be implemented by any of the EIR Alternatives as well. During this process, the tribes were sent a copy of the *Phase I Cultural Resources Assessment* for the EIR Project. The City concluded consultation with the local tribes per the requirements of SB 18

and AB 52 prior to certification of the EIR in 2023. The certified EIR determined that with implementation of the recommended mitigation, potential impacts to tribal cultural resources would be reduced to less than significant levels. The "Additional Alternatives Information" document made a similar conclusion for the Approved Alternative 2.

The currently proposed Major Modification Project occupies the same site and includes the same kinds of land uses as the EIR Project and Approved Alternative 2, except that the current Project proposes 4,721 more square feet of commercial uses compared to Approved Alternative 2. The City has determined that an Addendum to the previously certified Expressway Commerce Center Project EIR is the most appropriate CEQA compliance document for the currently proposed Major Modification Project, so no additional tribal consultation is required under AB 52 or SB 18. Potential tribal cultural impacts of the current Project would continue to be less than significant with implementation of **Mitigation Measures MM-CR-1** and **MM-CR-2**.

Mitigation Measures

MM-CR-1: Archaeological Monitoring. Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site Project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground disturbing activities shall occur at the site or within the off-site Project improvement areas until the archaeologist has been approved by the City.

The 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 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 to allow time for the recording and removal of the resources.

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 AB 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 will 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 artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the Project proponent and Project archaeologist shall notify the City of Perris Planning Division and the Soboba Band of Luiseño Indians and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians or the Pechanga Band of Luiseño Indians shall be retained

to assist the Project archaeologist in the significance determination of the Native American as deemed possible. The designated Luiseño tribal representative will be given ample time to examine the find. 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 tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts.

Native American artifacts that are relocated/reburied at the Project site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist.

Native American artifacts that are relocated/reburied at the Project site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist.

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 archaeologist, in consultation with the designated Luiseño 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 University of California, Riverside, Eastern Information Center (EIC) and the Luiseño tribe(s) involved with the Project.

MM-CR-2: Human Remains Procedures. 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 Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. 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 would notify the Native American Heritage Commission (NAHC), which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Luiseño 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 Project proponent 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 Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and the median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98l 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 EIC.

4.19 – Utilities and Service Systems

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) 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?	Yes	Less than Significant Impact	No	No	No
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	Yes	Less than Significant Impact	No	No	No
c) 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?	Yes	Less than Significant Impact	No	No	No
d) 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?	Yes	Less than Significant Impact	No	No	No

Would the Project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Yes	Less than Significant Impact	No	No	No

Proposed Project in relation to the Previous EIR

(a-e) Utility Infrastructure and Services. Section 4.12, Utilities and Service Systems of the certified EIR determined that all potential impacts of the EIR Project on utilities and service infrastructure, groundwater and water supplies, wastewater treatment, solid waste generation, or solid waste regulations would be less than significant with implementation of standard conditions such as payment of development impact fees and installation of adequate utility systems to accommodate proposed land uses. The certified EIR also concluded that the proposed land use change from commercial to light industrial would not have a substantial impact on utilities or service systems beyond those previously identified in the PVCCSP EIR (less than significant impact). This conclusion also applied to the certified EIR Alternatives and Approved Alternative 2.

The currently proposed Major Modification Project occupies the same site and proposes similar types and intensity of land uses as the Approved Alternative 2 project, although it would have 4,721 more square feet of commercial uses (+1.5% of total square footage). The City would still require implementation of standard conditions (to address EMWD Water Efficient Guidelines, Water Connection Fees, Sewer Connection Fees, Wastewater, SWPPP, WQMP, Wastewater, Site Drainage Plan, and Storm Drainage Fees). Standard conditions are considered regulatory compliance and not unique mitigation under CEQA. Therefore, the current Project would result in less than significant impacts on utilities and service systems with standard conditions, similar to the conclusions reached in the certified EIR and for Approved Alternative 2, and no changes or additions to the certified EIR analyses are necessary.

4.20 – Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Yes	Less than Significant Impact	No	No	No
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	Yes	Less than Significant Impact	No	No	No
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities), that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Yes	Less than Significant Impact	No	No	No
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Yes	Less than Significant Impact	No	No	No

Proposed Project in relation to the Previous EIR

(a) through (d). The Initial Study for the EIR concluded that, according to CalFire maps of the Perris area, the Project site was not located in or near state responsibility areas or lands classified as very high fire hazard severity zones and no impact would occur. Therefore, the certified EIR concluded that the EIR Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. The EIR Project would also reduce the risk of wildland fires through removal of vegetation at the site. Therefore, the certified EIR concluded that there would be no increase in risk due to development of the EIR Project or any EIR Alternatives and any potential impacts would be less than significant. The "Additional Alternatives Information" document came to a similar conclusion for Approved Alternative 2. Although potential impacts would be less than significant, the City requires implementation of PVCCSP EIR mitigation measures for projects within the PVCC area; therefore, PVCCSP EIR mitigation measure **MM Air 2** (traffic control plan during construction, see Section 4.3, Air Quality) would be applied to ensure that fire protection services would not be hampered during construction. The "Additional Alternatives Information" document came to a similar conclusion for the Approved Alternative 2. This measure is already being implemented to address air quality impacts and would help further reduce potential impacts regarding emergency access.

The currently proposed Major Modification Project occupies the same site and proposes the same types of land uses as the Approved Alternative 2. The CalFire map designation for the site has not changed since the EIR was certified in 2023, so the current Project would have less than significant impacts regarding wildfire and would also implement PVCCSP EIR mitigation measure **MM Air 2** to further reduce potential impacts, as required under Air Quality. Therefore, no changes or additions to the certified EIR analyses are necessary.

4.21 – Mandatory Findings of Significance

	Effect Examined in Previous EIR?	Conclusion in Previous EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	No
b) Does the Project have impacts that are individually limited, but cumulatively considerable?	Yes	Less than Significant Impact with Mitigation Incorporated	No	No	No
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Yes	Less than Significant Impact	No	No	No

Detailed assessments of potential impacts related to air quality, greenhouse gases, energy, and transportation (trip generation and VMT) of the currently proposed Major Modification Project were prepared by Urban Crossroads in July 2025 (**Appendices C** through **E**).

Proposed Project in relation to the Previous EIR

(a) Significant Biological or Cultural Impacts. The certified EIR concluded that the Project site was undeveloped and, as described in Section 4.3, Biological Resources, vegetation onsite was non-native grassland/ruderal and disturbed. The Project site has the potential to support burrowing owl and nesting

birds - no sensitive biological resources, habitat, or species (fish, wildlife, or plant) were found or expected to occur at the site. Section 4.4, Cultural Resources of the certified EIR concluded that there were no known historical or archaeological resources located within the site. The Initial Study prepared for the certified EIR concluded there was a potential to encounter paleontological resources in the older sediments. Mitigation measures were identified in the Initial Study or Draft EIR to reduce potential impacts to unknown pre-historic cultural resources to less than significant levels. The "Additional Alternatives Information" document came to a similar conclusion for Approved Alternative 2.

The certified EIR concluded that Project impacts on biological, cultural, and paleontological resources would be less than significant with implementation of regulatory compliance and the following mitigation measures from the EIR, Initial Study, and the "Additional Alternatives Information" document:

Biological Resources

PVCCSP MM Bio 1
PVCCSP MM Bio 2

Cultural/Tribal Cultural Resources

MM-CR-1: Archaeological Monitoring
MM-CR-2: Human Remains Procedures

Geology and Soils

MM-GEO-1: Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP)

The currently proposed Major Modification Project would also implement these mitigation measures to address potential impacts on biological, cultural/tribal cultural, or paleontological resources. Based on the preceding analysis of potential impacts in the responses to items 4.1 thru 4.20, no evidence has been presented that the current Project has the potential to degrade the quality of the environment, as discussed in the Air Quality section; substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, as discussed in the Biological Resources section; eliminate important examples of the major periods of California history or prehistory, as discussed in the Cultural Resources and Tribal Cultural Resources sections; and geological constraints (paleontological resources) . The City hereby finds that impacts would be less than significant with the incorporated mitigation measures. Therefore, the currently proposed Major Modification Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the certified EIR or the "Additional Alternatives Information" document came to a similar conclusion for Approved Alternative 2. No changes or additions to the certified EIR analyses are necessary.

(b) Cumulative Impacts. The certified EIR evaluated cumulative impacts that could result from the interactions of environmental changes resulting from the EIR Project and other proposed development projects with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such potential impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes and operational characteristics involved with the EIR Project, the Approved Alternative 2, or the currently proposed Major Modification Project. Section 15130(b)(1) of the

CEQA Guidelines identifies two methods to determine the scope of related projects for cumulative impact analysis:

- **List-of-Projects Method:** a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.
- **Summary-of-Projections Method:** a summary of projections contained in an adopted general plan or related planning document or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency. The proposed Project is consistent with the City of Perris General Plan, AQMP, and SCAG's RTP/SCS (now referred to as "Connect SoCal"). Therefore, potential cumulative impacts would be less than significant.

Projects can contribute considerably to cumulative impacts in context of the local or regional environment. Sections 4.1 through 4.20 of the certified EIR analyzed the potential cumulative impacts of all the environmental issues evaluated in the certified EIR. The certified EIR found that none of the potential Project impacts made significant contributions to any cumulatively considerable regional environmental impacts for the EIR Project or EIR Alternatives. The "Additional Alternatives Information" document came to a similar conclusion for Approved Alternative 2.

The currently proposed Major Modification Project occupies the same site and proposes similar uses to those of the Approved Alternative 2. Therefore, the current Project would have similar cumulatively considerable impacts as the EIR Project and Approved Alternative 2. The currently proposed Major Modification Project would implement the same mitigation measures so it would similarly have no cumulatively considerable impacts. Therefore, no changes or additions to the certified EIR analyses are necessary.

(c) Substantial Adverse Effects on Human Beings. Based on the analysis of the EIR Project's potential impacts in the responses to items 4.1 thru 4.20 from the Initial Study and certified EIR, as well as the "Additional Alternatives Information" document, there is no indication that the EIR Project or Approved Alternative 2 would result in substantial adverse effects on human beings with implementation of regulatory compliance, standard City conditions of approval, and the following mitigation measures as outlined in the certified EIR and Approved Alternative 2. These mitigation measures would also be applicable to the currently proposed Major Modification Project:

Air Quality

PVCCSP MM Air 2
PVCCSP MM Air 3
PVCCSP MM Air 4
PVCCSP MM Air 5
PVCCSP MM Air 6
PVCCSP MM Air 7
PVCCSP MM Air 8
PVCCSP MM Air 9
PVCCSP MM Air 11
PVCCSP MM Air 13
PVCCSP MM Air 14
PVCCSP MM Air 19
PVCCSP MM Air 20

Greenhouse Gas Emissions

PVCCSP MM Air 2
PVCCSP MM Air 4
PVCCSP MM Air 7
PVCCSP MM Air 11
PVCCSP MM Air 13
PVCCSP MM Air 14
PVCCSP MM Air 19
PVCCSP MM Air 20

Hazards and Hazardous Materials

MM-HAZ-1: Pesticide Presence
MM-HAZ-2: Buried Hazards
MM-HAZ-3: ALUC Consistency

Noise

PVCCSP MM Noise 1
PVCCSP MM Noise 2
PVCCSP MM Noise 3
PVCCSP MM Noise 4

Transportation

PVCCSP MM Trans 1
PVCCSP MM Trans 2
PVCCSP MM Trans 5
PVCCSP MM Air 2

Long-term effects of implementation of the currently proposed Major Modification Project include incremental increases to vehicular traffic, traffic-related noise, use of hazardous materials, and emissions of criteria air pollutants and greenhouse gas emissions. Generally, environmental effects would result in less than significant impacts. The analysis herein concludes that direct and indirect environmental effects would, at worst, require mitigation to reduce them to less than significant levels. Based on the analysis in this Checklist, the City finds that all potential direct and indirect impacts to human beings would be less than significant with regulatory compliance and mitigation incorporated. The currently proposed Major Modification Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the certified EIR and the "Additional Alternatives Information" document prepared for Approved Alternative 2. Therefore, no changes or additions to the certified EIR analyses are necessary.

5 Mitigation Summary

AIR QUALITY

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

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

- Requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for +20 days, assuming no rain);
- Keeping disturbed/loose soil moist at all times;
- Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered;
- Installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip;
- Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site;
- Suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour;
- Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 generation;
- Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials; and/or,
- Replacement of ground cover in disturbed areas as quickly as possible.

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

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

PVCCSP MM Air 6: The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction

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

PVCCSP MM Air 7: During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on- site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris Building Division.

PVCCSP MM Air 8: Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

PVCCSP MM Air 9: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.

PVCCSP MM Air 11: Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.

PVCCSP MM Air 13: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good- faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants would be required to use those funds, if awarded.

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

PVCCSP MM Air 19: In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City

shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris Building Division) prior to conveyance of applicable streets.

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

BIOLOGICAL RESOURCES

PVCCSP MM Bio 1: In order to avoid violation of the MBTA and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for all PVCCSP implementing development and infrastructure projects shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species. If site-preparation activities for an implementing project are proposed during the nesting/breeding season (February 1 to August 31), a pre- activity field survey shall be conducted by a qualified biologist prior to the issuance of grading permits for such project, to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. If active nests are not located within the implementing project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected (under MBTA or California Fish and Game Code) bird nests (non-listed), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active.

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

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

CULTURAL/TRIBAL RESOURCES

MM-CR-1: Archaeological Monitoring. Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial

ground-disturbing activities at both the subject site and any off-site Project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground disturbing activities shall occur at the site or within the off-site Project improvement areas until the archaeologist has been approved by the City.

The 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 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 to allow time for the recording and removal of the resources.

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 AB 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 will 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 artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the Project proponent and Project archaeologist shall notify the City of Perris Planning Division and the Soboba Band of Luiseño Indians and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians or the Pechanga Band of Luiseño Indians shall be retained to assist the Project archaeologist in the significance determination of the Native American as deemed possible. The designated Luiseño tribal representative will be given ample time to examine the find. 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 tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts.

Native American artifacts that are relocated/reburied at the Project site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist.

Native American artifacts that are relocated/reburied at the Project site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist. 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 archaeologist, in consultation with the designated Luiseño 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 University of California, Riverside, Eastern Information Center (EIC) and the Luiseño tribe(s) involved with the Project.

MM-CR-2: Human Remains Procedures. 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 Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. 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 would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño 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 Project proponent 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 Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and the median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98l 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 EIC.

ENERGY

PVCCSP MM Air 4, **PVCCSP MM Air 11**, **PVCCSP MM Air 14**, **PVCCSP MM Air 19**, and **PVCCSP MM Air 20** shall apply; see Air Quality Section above.

GEOLOGY AND SOILS

PVCCSP MM Air 3 shall apply; see Air Quality Section above.

MM-GEO-1: Prior to the issuance of grading permits, the project applicant shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during onsite and off-site subsurface excavation that exceeds three (3) feet in depth. Selection of the paleontologist shall be subject to approval of the City of Perris

Director of Development Services and no grading activities shall occur at the site until the paleontologist has been approved by the City.

Monitoring shall be restricted to undisturbed subsurface areas of older alluvium, which might be present below the surface. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.

A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, would signify completion of the program to mitigate impacts to paleontological resources.

GREENHOUSE GAS

PVCCSP MM Air 2, **PVCCSP MM Air 4**, **PVCCSP MM Air 7**, **PVCCSP MM Air 11**, **PVCCSP MM Air 13**, **PVCCSP MM Air 14**, **PVCCSP MM Air 19**, and **PVCCSP MM Air 20** shall apply; see Air Quality Section above.

HAZARDS AND HAZARDOUS MATERIALS

MM-HAZ-1: Pesticide Presence. Prior to any ground disturbance activities, the Project applicant shall coordinate the sampling and laboratory testing of onsite soils for contamination by past agricultural chemicals (e.g., pesticides, herbicides, rodenticides, heavy metals, etc.) with the County Department of Environmental Health Services (DEH). If requested, the applicant shall submit a workplan to DEH for review and approval prior to the completion of grading. If any past agricultural chemicals are found in levels that exceed applicable health standards, a qualified contractor shall be retained to remove and properly dispose of such materials. Any work conducted shall be in compliance with DEH guidelines as the appropriate oversight agency. If sampling and laboratory testing are performed, a final report shall be prepared and submitted to DEH for review and approval prior to issuance of a certificate of occupancy.

MM-HAZ-2: Buried Hazards. If any former fuel tanks or other potentially hazardous materials are found during grading or any ground disturbing activities, work in that area shall be halted within 100 feet of the find and a qualified environmental contractor shall be retained. The contractor shall assess the risk or hazard level of the material(s) and identify the most appropriate method of remediation. This work shall occur in coordination with and to the satisfaction of the County Department of Environmental Health Services (DEH).

MM-HAZ-3: ALUC Consistency. Prior to issuance of a certificate of occupancy, the applicant shall demonstrate the Project has complied with the following conditions issued by the Riverside County

Airport Land Use Commission (ALUC) at its January 8, 2026, meeting relative to March Air Reserve Base/Inland Port Airport (March ARB/IPA):

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

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

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

   (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

   (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including, but not limited to, places of worship and theaters), buildings with more than 2 aboveground habitable floors, hazardous materials and critical community infrastructure facilities.

   (f) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.

   (g) Any other uses not permitted in (Accident Potential Zone I/ Accident Potential Zone II) pursuant to DoDI 4165.57 Appx.2, Tbl.1.

   (h) Other Hazards to Flight.

3. Prior to issuance of building permits, the landowner shall convey an avigation easement to the March Inland Port Airport Authority or its successor in interest or provide evidence that such easement has been previously conveyed. The Airport Authority may waive this requirement in the event that the Authority determines that pre-existing avigation easements dedicated to the United States of America are sufficient to address its needs. Contact the March Joint Powers Authority at (951) 656-7000 for additional information.

4. The attached notice shall be given to all prospective purchasers of the property and tenants of the buildings.

5. Any other proposed basin would require review and approval by the ALUC. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

   Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

   A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

7. Noise attenuation measures shall be incorporated into the design of the office, retail, and restaurant areas, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

8. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

9. This project has been evaluated as consisting of (within Zone B1-APZ-II) 275,051 square feet of e-commerce warehouse area (no office area proposed) and (within Zone C1) a portion of the main industrial building including 9,521 square feet of warehouse area,10,000 square feet of first floor office area, and 10,000 square feet of second floor office mezzanine area; a standalone 7,381 square foot retail building, and a standalone 4,300 square foot retail/restaurant building with an 3 car stack drive-thru which includes 1,600 square feet of retail area, 1,215 square feet of dining area and 1,485 square feet of kitchen area. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria**,** at the discretion of the ALUC Director.

10. Zoned fire sprinkler systems shall be required throughout the industrial building.

PVCCSP MM AIR 2 shall apply; see Air Quality Section above.

NOISE

PVCCSP MM Noise 1: During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer 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.

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

PVCCSP 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.

PVCCSP 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.

TRANSPORTATION

PVCCSP 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.

PVCCSP 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.

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

PVCCSP MM Air 2 shall apply; see Air Quality Section above.

WILDFIRE

PVCCSP MM Air 2 shall apply; see Air Quality Section above.

6 References

6.1 – List of Preparers

- Matthew Fagan, Principal, MFCS, Inc.
- Angie Douvres, Document Manager, MFCS, Inc.

6.2 – Persons and Organizations Consulted

None

6.3 – Bibliography

2025 Addendum Appendices

Draft Environmental Impact Report, State Clearinghouse Number 2021050021 for Perris Valley Commerce Center Specific Plan, Amendment No. 13 (SPA19-05287) and Development Plan Review No. 19-00012. City of Perris. December 2021 (**Appendix A**).

Final Environmental Impact Report, State Clearinghouse Number 2021050021 for Perris Valley Commerce Center Specific Plan, Amendment No. 13 (SPA19-05287) and Development Plan Review No. 19-00012. City of Perris. March 2022 (**Appendix B**).

Expressway Commerce Center, AQ, GHG, & EA Technical Memorandum. Urban Crossroads, Inc. July 17, 2025 (**Appendix C**).

Expressway Commerce Center, Updated Water Quality Management Plan. United Engineering Group CA, Inc. November 2025 (**Appendix D**).

Expressway Commerce Center, Noise Assessment Technical Memorandum. Urban Crossroads, Inc. July 15, 2025 (**Appendix E**).

Expressway Commerce Center, Trip Generation & VMT Assessment Technical Memorandum. Urban Crossroads, Inc. July 14, 2025 (**Appendix F**).

Additional Alternatives Information for Perris Valley Commerce Center Specific Plan, Amendment No. 13 (SPA19-05287) and Development Plan Review No. 19-00012. City of Perris. June 2023 (**Appendix G**).

Airport Land Use Commission (ALUC) Development Review Approval Letter. ALUC, January 8, 2026 (**Appendix H**)

In addition, the analyses and conclusions presented in this Addendum are summarized from the text of the prior approved EIR which had its own complete listing of reference citations. This document incorporates that reference list as well.

Appendix A

Perris Valley Commerce Center Specific Plan
Amendment Number 13 (SPA19-05287)
&
Development Plan Review (DPR 19-00012)

Draft EIR

https://ceqanet.lci.ca.gov/2021050021/2

Appendix B

Perris Valley Commerce Center Specific Plan
Amendment Number 13 (SPA19-05287)
&
Development Plan Review (DPR 19-00012)

Final EIR

FINAL ENVIRONMENTAL IMPACT REPORT
State Clearinghouse Number 2021050021

for

Perris Valley Commerce Center Specific Plan Amendment Number 13 (SPA19-05287) & Development Plan Review (DPR 19-00012)

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March 2022

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Appendices (provided electronically)

Appendix A - Draft EIR

1.0 INTRODUCTION

The Final Environmental Impact Report (Final EIR) for the proposed Perris Valley Commerce Center Specific Plan (PVCCSP) Amendment Number 13 (SPA19-05287) and Development Plan Review (DPR 19-00012) Project (proposed Project) has been prepared in accordance with the California Environmental Quality Act (CEQA), the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), and the City of Perris' policies for implementing CEQA.

The following is an excerpt from the State CEQA Guidelines Section 15132 that states: "The Final EIR shall consist of:

(a) Environmental Impact Reports shall contain the information outlined in this article, but the format of the document may be varied. Each element must be covered, and when these elements are not separated into distinct sections, the document shall state where in the document each element is discussed.
(b) The EIR may be prepared as a separate document, as part of a general plan, or as part of a project report. If prepared as a part of the project report, it must still contain one separate and distinguishable section providing either analysis of all the subjects required in an EIR or, as a minimum, a table showing where each of the subjects is discussed. When the Lead Agency is a state agency, the EIR shall be included as part of the regular project report if such a report is used in the agency's existing review and budgetary process.
(c) Draft EIRs shall contain the information required by Sections 15122 through 15131. Final EIRs shall contain the same information and the subjects described in Section 15132.
(d) No document prepared pursuant to this article that is available for public examination shall include a "trade secret" as defined in Section 6254.7 of the Government Code, information about the location of archaeological sites and sacred lands, or any other information that is subject to the disclosure restrictions of Section 6254 of the Government Code.

The Final EIR includes all of these required components.

In accordance with Section 15088 of the State CEQA Guidelines, the City of Perris, as the lead agency for the proposed Project, has evaluated the comments received on the Draft EIR (DEIR), State Clearinghouse No. 2021050021, and has prepared responses to the comments received. The preceding Table of Contents provides of a list of all persons, organizations, and public agencies commenting on the DEIR during the 45-day Draft EIR public review period. Section 2.0 includes the Responses to Comments received by the City of Perris on the DEIR. It should be noted that responses to comments also resulted in various editorial clarifications and corrections to the original DEIR text. Added or modified text is shown in Section 3.0, Errata, by underlining (<u>example</u>) while deleted text is shown by striking (~~example~~). The additional information, corrections, and clarifications are not considered to substantively affect the conclusions within the EIR. This Response to Comments document is part of the Final EIR, which includes the EIR pursuant to Section 15132 of the State CEQA Guidelines.

After review and discussion by City staff and the Planning Commission, responses to comments will be sent to commenting agencies and individuals. This satisfies the requirement of Section 21092.5 of CEQA to send responses to the public agency comments received on the DEIR at least 10 days prior to Project approval. This document includes responses to all written and verbal comments received on the DEIR.

BACKGROUND

On May 5, 2021, the City of Perris distributed a Notice of Preparation (NOP) informing the public

and public agencies of its decision to prepare an environmental impact report (EIR) for the proposed Project. The City notified the State Clearinghouse, related agencies, other government agencies and surrounding property owners within a 300-foot radius from the Project site boundaries. The 30-day NOP period for the proposed Project ran from May 5 to June 4, 2021.

On May 19, 2021, the City of Perris held a duly noticed public scoping meeting regarding the preparation of the EIR to discuss and hear from the public on the potential environmental impacts, which meeting was publicly noticed by an agenda posting and a notice to surrounding property owners within a 300-foot radius from the Project site boundaries, at least ten (10) days prior to the public meeting.

Between December 29, 2021 and February 11, 2022, the State-mandated 45-day public review period for the Draft Project EIR (DEIR) took effect, which was publicly noticed by a publication in a newspaper of general circulation, notice to owners within 300 feet of the Project site boundaries, related agencies and government agencies, and other interested parties, copies of the DEIR were sent to the State Clearinghouse, a copy placed at the City of Perris Planning Department counter at City Hall and a copy placed at the Cesar E. Chavez Library located at 163 E. San Jacinto in the City of Perris..

Written comments are provided and responded to through the Response to Comments as part of the Final EIR and the Response to Comments shall be distributed to all public agencies and other interested parties that submitted comments on the DEIR at least 10 days prior to certification of the Final Project EIR (Final EIR) in accordance with CEQA.

No evidence of new significant impacts, as defined by CEQA Guidelines Section 15088.5, have been received by the County after circulation of the DEIR which would require re-circulation.

The DEIR for the proposed Project, dated December 2021 and Final EIR for the proposed Project, dated February 2021 provide an assessment of the environmental impacts associated with the proposed Project and have been prepared in accordance with CEQA, Public Resources Code Section 21000 *et seq.*, and State regulations in Title 14 of the California Code of Regulations, Section 15000 *et seq*.

As set forth in more detail in the Responses to Comments and Errata, none of the clarifications or amplifications set forth herein change the significance conclusions presented in the DEIR or substantially alters the analysis presented for public review. Furthermore, the DEIR circulated for public review was fully adequate under CEQA such that meaningful public review was not precluded. Thus, the clarifications provided in the Responses to Comments and Errata do not constitute significant new information that might trigger recirculation of the DEIR. Comments on the DEIR received by the City of Perris during the 45-day public review period from the following organizations are addressed in Section 2.0:

A1 – Mitchell M. Tsai on Behalf of SWRCC (2-7-2022)
A2 - Mitchell M. Tsai on Behalf of SWRCC (2-16-2022)
A3 – Mitchell M. Tsai on Behalf of SWRCC (3-1-22)
B – Blum, Collins, & Ho on Behalf of GSEJA (2-4-2022)
C – Lozeau Drury on Behalf of SAFER (2-4-2022)
D – Adam Salcido (2-4-2022)
E – Southern California Association of Governments (2-8-2022)

2.0 COMMENTS AND RESPONSES

Comment Letter A1

Mitchell M. Tsai, Attorneys for the Southwest Regional Council of Carpenters (SWRCC) (2-7-2022)

(Pages 1 through 5 of this Letter are provided below. The entirety of the Letter, including all Exhibits and Attachments, is provided in the link below: https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review)

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VIA E-MAIL

February 7, 2022

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RE: Perris Valley Commerce Center Specific Plan, Amendment No. 10 & Development Plan Review 19-00012

Dear Ms. Power,

On behalf of the Southwest Regional Council of Carpenters ("**SWRCC**" or "**Southwest Carpenters**"), my Office is submitting these comments on the City of Perris' ("**City**" or "**Lead Agency**") Draft Environmental Impact Report ("**DEIR**") for the Perris Valley Commerce Center Specific Plan, Amendment No. 10 & Development Plan Review 19-00012 ("**Project**").

The Southwest Carpenters is a labor union representing more than 50,000 union carpenters in six states and has a strong interest in well-ordered land use planning and addressing the environmental impacts of development projects.

Individual members of the Southwest Carpenters live, work and recreate in the City and surrounding communities and would be directly affected by the Project's environmental impacts.

The Southwest Carpenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

SWRCC incorporates by reference all comments raising issues regarding the EIR submitted prior to certification of the EIR for the Project. *Citizens for Clean Energy v City*

of Woodland (2014) 225 Cal. App. 4th 173, 191 (finding that any party who has objected to the Project's environmental documentation may assert any issue timely raised by other parties).

Moreover, SWRCC requests that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act ("**CEQA**"), Cal Public Resources Code ("**PRC**") § 21000 *et seq*, and the California Planning and Zoning Law ("**Planning and Zoning Law**"), Cal. Gov't Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

The City should require the Applicant provide additional community benefits such as requiring local hire and use of a skilled and trained workforce to build the Project. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program or who are registered apprentices in an apprenticeship training program approved by the State of California.

Community benefits such as local hire and skilled and trained workforce requirements can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

> [A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Skilled and trained workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the UC Berkeley Center for Labor Research and Education concluded:

> . . . labor should be considered an investment rather than a cost – and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well trained workers are key to delivering emissions reductions and moving California closer to its climate targets.[1]

Recently, on May 7, 2021, the South Coast Air Quality Management District found that the "[u]se of a local state-certified apprenticeship program or a skilled and trained workforce with a local hire component" can result in air pollutant reductions.[2]

Cities are increasingly adopting local skilled and trained workforce policies and requirements into general plans and municipal codes. For example, the City of Hayward 2040 General Plan requires the City to "promote local hiring . . . to help achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions."[3]

In fact, the City of Hayward has gone as far as to adopt a Skilled Labor Force policy into its Downtown Specific Plan and municipal code, requiring developments in its Downtown area to requiring that the City "[c]ontribute to the stabilization of regional construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint

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[1] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf.

[2] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10.

[3] City of Hayward (2014) Hayward 2040 General Plan Policy Document at p. 3-99, *available at* https://www.hayward-ca.gov/sites/default/files/documents/General_Plan_FINAL.pdf.

labor-management training programs, . . .”[4] In addition, the City of Hayward requires all projects 30,000 square feet or larger to “utilize apprentices from state-approved, joint labor-management training programs.”[5]

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

> People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.[6]

In addition, local hire mandates as well as skill training are critical facets of a strategy to reduce vehicle miles traveled. As planning experts Robert Cervero and Michael Duncan noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions since the skill requirements of available local jobs must be matched to those held by local residents.[7] Some municipalities have tied local hire and skilled and trained workforce policies to local development permits to address transportation issues. As Cervero and Duncan note:

> In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing.” The city’s First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When

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[4] City of Hayward (2019) Hayward Downtown Specific Plan at p. 5-24, *available at* https://www.hayward-ca.gov/sites/default/files/Hayward%20Downtown%20Specific%20Plan.pdf.

[5] City of Hayward Municipal Code, Chapter 10, § 28.5.3.020(C).

[6] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf.

[7] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf.

needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

The City should consider utilizing skilled and trained workforce policies and requirements to benefit the local area economically and mitigate greenhouse gas, air quality and transportation impacts.

If the City has any questions or concerns, feel free to contact my Office.

Sincerely,

Mitchell M. Tsai
Attorneys for the Southwest
Regional Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B); and

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C).

Responses to Comment Letter A1

This letter provides a number of comments regarding the potential of submitting additional comments and requiring the applicant to provide additional community benefits such as requiring local hiring and using a skilled and trained workforce to build the Project. The commenter states that local hire mandates as well as skills training are critical facets of a strategy to reduce vehicle miles traveled. However, the comments in this letter do not question the content or conclusions of the DEIR. Therefore, no response in the FEIR to the comments in this letter is required or provided.

Comment Letter A2

Mitchell M. Tsai, Attorneys for Southwest Regional Council of Carpenters (SWRCC) (2-16-2022)

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VIA E-MAIL

February 16, 2022

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RE: Perris Valley Commerce Center Specific Plan, Amendment No. 10 & Development Plan Review 19-00012

Dear Ms. Power,

On behalf of the Southwest Regional Council of Carpenters ("**SWRCC**" or "**Southwest Carpenters**"), my Office is submitting these comments on the City of Perris' ("**City**" or "**Lead Agency**") Draft Environmental Impact Report ("**DEIR**") for the Perris Valley Commerce Center Specific Plan, Amendment No. 10 & Development Plan Review 19-00012 ("**Project**").

The Southwest Carpenters would like to express their support for this Project. After received clarification and further information about this Project, SWRCC believes that this Project will benefit the environment and the local economy by utilizing a local skilled and trained workforce and will be built utilizing protocols that will protect worker health and safety.

If the City has any questions or concerns, feel free to contact my Office.

Sincerely,

Mitchell M. Tsai
Attorneys for the Southwest
Regional Council of Carpenters

Responses to Comment Letter A2

This letter expresses the support of the Southwest Regional Council of Carpenters for the proposed Project. The comments in this letter do not question the content or conclusions of the DEIR. Therefore, no response in the FEIR to the comments in this letter is required or provided.

Comment Letter A3

Mitchell M. Tsai, Attorneys for the Southwest Regional Council of Carpenters (SWRCC) (3-1-2022)

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March 1, 2022

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RE: Perris Valley Commerce Center Specific Plan, Amendment No. 10 & Development Plan Review 19-00012

Dear Ms. Power,

On behalf of the Southwest Regional Council of Carpenters ("**SWRCC**" or "**Southwest Carpenters**"), my Office is submitting these comments on the City of Perris' ("**City**" or "**Lead Agency**") Draft Environmental Impact Report ("**DEIR**") for the Perris Valley Commerce Center Specific Plan, Amendment No. 10 & Development Plan Review 19-00012 ("**Project**").

The Southwest Carpenters would like to express their support for this Project and withdraw their prior February 7 and February 16, 2022 comment letters. After received clarification and further information about this Project, SWRCC believes that this Project will benefit the environment and the local economy by utilizing a local skilled and trained workforce and will be built utilizing protocols that will protect worker health and safety.

If the City has any questions or concerns, feel free to contact my Office.

Sincerely,

Mitchell M. Tsai
Attorneys for the Southwest
Regional Council of Carpenters

Responses to Comment Letter A3

This letter expresses the support of the Southwest Regional Council of Carpenters for the proposed Project. The comments in this letter do not question the content or conclusions of the DEIR. Therefore, no response is required or provided in the FEIR for this letter.

Comment Letter B

Blum, Collins, & Ho, LLP on Behalf of Golden State Environmental Justice Alliance (GSEJA) (2-4-2022)

BLUM COLLINS & HO, LLP
ATTORNEYS AT LAW
AON CENTER
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LOS ANGELES, CALIFORNIA 90017
(213) 572-0400

February 4, 2022

Chantal Power, AICP, Contract Planner
City of Perris
Planning Division
135 North D" Street
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VIA EMAIL TO:
cpower@interwestgrp.com

Subject: Comments on PVCC Sp. Amendment No. 13/Development Plan Review NO. 19-00012 EIR (SCH NO. 2021050021)

To whom it may concern:

Thank you for the opportunity to comment on the Environmental Impact Report (EIR) for the proposed PVCC SP Amendment No. 13/DPR No. 19-00012 project. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance (GSEJA). Also, GSEJA formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877. B1

1.0 Summary

The project proposes the construction and operation of an approximately 347,918 square-foot (sf) light-industrial warehouse building with 8,000 square feet of office area on a 16-acre (gross) site. The building proposes 49 truck/trailer loading dock doors, 82 truck/trailer parking spaces and 128 passenger vehicle parking spaces. A Specific Plan Amendment is proposed to change the project site's land use designation from "Commercial" to "Light Industrial." B2

2.0 Introduction
2.2.2 - Uses of this EIR
Effects Not Found to be Significant - Population and Housing B3

The EIR concludes that impacts to population and housing will not be significant because the project "would not attract a substantial number of people to the area" without providing any quantified analysis or meaningful evidence to support this claim. The EIR states that the project may "indirectly contribute to population growth within the City by creating additional employment both during construction and operation. However, it is *anticipated* that the *majority* of new jobs would be filled by workers who already reside in the Project *vicinity* and that the Project would not attract a *significant* number of new residents to the City." This uncertain language is not supported by any information such as a calculation of the jobs generated by the project or evidence that the population is qualified for or interested in work in the industrial sector. There is also no analysis of projects approved, proposed, or "in the pipeline" of the PVCCSP or the City to demonstrate that the combined workforce of all projects does not exceed the growth estimates analyzed by the PVCCSP EIR. Relying on the entire labor force within an undefined distance, potentially the greater SCAG region, to fill the project's construction and operational jobs will increase VMT and emissions during all phases of construction and operations and a revised EIR must be prepared to account for longer worker trip distances. SCAG's Employment Density Study[1] provides the following applicable employment generation rates for Riverside County: B3 cont.

Office: 1 employee per 481 square feet
Warehouse: 1 employee per 581 square feet

Applying these ratios results in the following calculation:

Office: 8,000 sf / 481 sf = 17

Warehouse: 339,918 sf / 581 = 586

Total: 603 employees

Utilizing SCAG s Employment Density Study ratios, the proposed project will generate 603 employees. The EIR utilizes uncertain and misleading language which does not provide any meaningful analysis of the project s population and employment generation. In order to comply with CEQA s requirements for meaningful disclosure, a revised EIR must be prepared to provide an accurate estimate of employees generated by all uses of the proposed project. It must also provide demographic and geographic information on the location of qualified workers to fill these positions.

[1] SCAG Employment Density Study
http://www.mwcog.org/file.aspx?A=QTTlTR24POOOUIw5mPNzK8F4d8djdJe4LF9Exj6lXOU%3D

SCAG's Connect SoCal Demographics and Growth Forecast[2] notes that the City will add 10,300 jobs between 2016 - 2045. Utilizing SCAG's Employment Density Study calculation of 603 employees, the project represents 5.9% of the City s employment growth from 2016 - 2045. SCAG's Growth Forecast notes that the City's population will increase by 46,100 residents between 2016 - 2045. Utilizing SCAG s Employment Density Study calculation of 603 employees, the project represents 1.3% of the City s population growth from 2016 - 2045. A single project accounting for this amount of the projected employment and/or population over 29 years represents a significant amount of growth. A revised EIR must be prepared to include this analysis, and also provide a cumulative analysis discussion of projects approved since 2016 and projects "in the pipeline" to determine if the project will exceed SCAG's employment growth forecast for the City. Additionally, the revised EIR must also provide demographic and geographic information on the location of qualified workers to fill these positions in order to provide an accurate environmental analysis. B3 cont.

4.2 Air Quality, 4.5 Energy, 4.6 Greenhouse Gas Emissions

SWAPE will supplement this letter with its air quality analysis and technical commentary. B4

The EIR does not include for analysis relevant environmental justice issues in reviewing potential impacts, including cumulative impacts from the proposed project. This is especially significant as the surrounding community is highly burdened by pollution. According to CalEnviroScreen 4.0[3], CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the proposed project's census tract (6065042620) ranks worse than 69% of the rest of the state overall in environmental burdens. The surrounding community, including the mobile home residences adjacent to the east, bears the impact of multiple sources of pollution and is more polluted than average on every pollution indicator measured by CalEnviroScreen. For example, the project census tract ranks in the 98th percentile for ozone burden, the 53rd percentile for PM 2.5 burden, and the 48th percentile for diesel particulate matter. All of these environmental factors are typically attributed to heavy truck activity in the area, which is demonstrated by the census tract ranking in the 82nd percentile for traffic impacts. Traffic impacts represent the vehicles in a specified area, resulting in human exposures to chemicals that are released into the air by vehicle exhaust, as well as other effects related to large concentrations of motor vehicles[4]. B5

[2] SCAG Connect SoCal Demographics and Growth Forecast adopted September 3, 2020 https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579
[3] CalEnviroScreen 4.0 https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40
[4] OEHHA CalEnviroScreen Report https://oehha.ca.gov/media/downloads/calenviroscreen/report/calenviroscreen40reportf2021.pdf

Further, the census tract is a diverse community including 69% Hispanic, 13% African-American, and 7% Asian-American residents, which are especially vulnerable to the impacts of pollution. The community has a high rate of low educational attainment, meaning 75% of the census tract over age 25 has not attained a high school diploma, which is an indication that they may lack health insurance or access to medical care. Medical care is vital for this census tract as it ranks in the 91st percentile for incidence of cardiovascular disease, 66th percentile for incidence of asthma, and 63rd percentile for babies born at a low birth weight.

B5 cont.

Additionally, the project's census tract (6065042620) is identified as a SB 535 Disadvantaged Community[5], which is not discussed or presented for analysis in the EIR.

There are multiple discrepancies in MT CO2e calculations for project construction and operations in the Air Quality analysis compared to the Greenhouse Gas Emissions analysis. For example, in the Air Quality analysis, the MT CO2e for project construction is 14,454 MT CO2e (summer) and 14,123 MT CO2e (winter). The GHG analysis finds that the total mitigated MT CO2e for project construction is 1,164 MT CO2e. The GHG analysis has reduced the construction MT CO2e by approximately 91% without an explanation for the reductions given or the manner in which the reductions were achieved.

B6

The Air Quality analysis concludes the MT CO2e for project operations is 12,545 MT CO2e (summer) and 12,252 MT CO2e (winter). The GHG analysis finds that the total mitigated MT CO2e for project operations is 2,501 MT CO2e. The GHG analysis has reduced the operations MT CO2e by approximately 80% without an explanation for the reductions given or the manner in which the reductions were achieved.

There is no information given regarding the vast discrepancies between these calculations. The EIR is internally inconsistent and not adequate as an informational document. These reductions serve to skew emissions downwards, specifically below the 10,000 MTCO2e significance threshold for industrial projects. Additionally, modeling errors such as those noted in the Energy, Air Quality, and Transportation discussions must be corrected in order to adequately analyze the project's GHG emissions. A revised EIR must be prepared to adequately and accurately present the project's significant Air Quality and GHG emissions and include a finding of significance.

B7

The State of California lists three approved energy compliance modeling softwares[6] for non-residential buildings: CBECC-Com, EnergyPro, and IES VE. CalEEMod is not listed as an

[5] OEHHA SB 535 Census Tracts https://oehha.ca.gov/calenviroscreen/sb535
[6] 2019 Building Energy Efficiency Standards Approved Computer Compliance Programs, California Energy Commission. https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency-2

approved software. The CalEEMod energy calculations in the EIR do not comply with the 2019 Building Energy Efficiency Standards and under reports the project's potentially significant GHG and Energy impacts to the public and decision makers. Since the EIR did not accurately or adequately model the energy impacts in compliance with Title 24, a finding of significance must be made. A revised EIR with modeling in one of the approved software types must be circulated for public review in order to adequately analyze the project's potentially significant environmental impacts. This is vital as the EIR utilizes CalEEMod as a source in its methodology and analysis, which is clearly not one of the approved softwares. B7 cont.

4.8 Land Use and Planning

The EIR concludes the project is consistent with Land Use Element Policy III.A: Accommodate diversity in the local economy because "the Project will provide dozens of new short-term jobs during construction and from 239 to 738 long-term employment for warehouse and office workers (see page 4.8- 12)." However, page 4.8-12 does not include any information regarding the project's employment generation. The EIR must be revised to include this information in order to provide meaningful supporting evidence for the consistency determination. B8

The EIR has not provided any consistency analysis with SCAG's 2020-2045 Connect SoCal RTP/SCS. The project requires a change in land use designation to proceed, which indicates that it is not consistent with the analysis provided in Connect SoCal. Due to errors in modeling as noted throughout this comment letter, the proposed project has significant potential for inconsistency with Goal 5 to reduce greenhouse gas emissions and improve air quality, Goal 6 to support healthy and equitable communities, and Goal 7 to adapt to a changing climate. Also as noted in the GHG discussion, the summer/winter GHG analyses exceed the GHG emissions thresholds, resulting in a significant impact. The EIR must be revised to include revised Air Quality/HRA, Energy, and GHG modeling in order to accurately analyze potential inconsistency with the 2020-2045 RTP/SCS document. B9

Additionally, Appendix H: Project Plans state that the project proposes 50.9% lot coverage while PVCC SP permits a maximum 50% lot coverage. The project does not comply with the development standards and requires either an additional amendment to the PVCC SP or a variance to proceed. This is not described in the EIR. The EIR must be revised to discuss and analyze the project's inconsistency with the PVCC SP development standards. B10

The Project requires a Specific Plan Amendment to change to change the site's land use designation from Commercial" to Light Industrial." The EIR concludes that the project will not result in any significant impacts because "Based on the policy direction contained in the City s General Plan and the PVCCSP, Project impacts related to consistency with the local General Plan will be less than significant." The EIR discusses the policy emphasis that "The PVCCSP is B11

designed to encourage a mix of land uses that provide interrelated opportunities." Based on Figure 4.8-2: Existing and Proposed Zoning Classification, all corner properties at the intersection of Ramona Expressway and Perris Boulevard are currently designated as Commercial. It is clear that the PVCC SP mix of land uses designated the project site as Commercial to support the surrounding industrial uses. Changing the site's designation to Light Industrial will further homogenize the area with warehousing/distribution centers, reduce the mix of land uses in the PVCC SP, and eliminate a site that could provide supporting commercial services to reduce local VMT. The EIR has excluded this information from analysis and must be revised to adequately and accurately describe the policy intent and mix of land uses in the PVCC SP. It must also provide a quantified analysis of the project's additional growth beyond the buildout scenario for Planning Area 3 of Table LU-28: Building Area by Land Use Designation, Table LU-29: General Plan Population Projections, and Table LU-30: General Plan Employment Projections of the City's General Plan Land Use Element, including all cumulative development and projects "in the pipeline". B11 cont.

4.10 Transportation

The VMT analysis concludes the project will generate less than significant VMT impacts because it is located in a Low VMT TAZ. The VMT analysis does not adequately or accurately represent the VMT impacts of the proposed project and a revised EIR must be prepared to reflect this. The operational nature of industrial/warehouse uses involves high rates of truck/trailer VMT due to traveling from large regional distribution centers to smaller industrial parks and then to their final delivery destinations. Table 4.2 Trip Summary of the Air Quality Appendix CalEEMod output sheets indicates that the project will generate approximately 2,647,522 annual VMT (2,647,522 / 365 days = 7,253 daily total VMT). This is exponentially higher than the VMTs reported in Appendix N. The project's truck/trailer activity is unable to utilize public transit or active transportation and it is misleading to the public and decision makers to exclude the truck/trailer activity from VMT analysis. A revised EIR must be prepared to reflect a quantified VMT analysis that includes truck/trailer activity to adequately and accurately analyze the potentially significant project transportation impacts. B12

5.0 Alternatives

The Alternatives are not adequately described within the EIR. Alternative 1: Commercial Use proposes a Gas Station with 4,500 square foot convenience store and 16 vehicle fueling positions, 2,200 square foot fast-food restaurant with drive-through window use, and a 1,374 unit self-storage facility (described as 200,000 square foot self-storage facility in Appendix N). However, Table 2.0-2: Land Uses within the PVCC SP states that self-storage/mini-storage is a prohibited use in the Commercial designation. This Alternative requires an amendment to the PVCC SP to proceed, B13

which is not described or analyzed in the EIR. The EIR must be revised to include this information for discussion and analysis. B13 cont.

Conclusion

For the foregoing reasons, GSEJA believes the EIR is flawed and a revised EIR must be prepared for the proposed project and recirculated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877. B14

Sincerely,

Gary Ho
Blum Collins & Ho, LLP

Responses Comment Letter B

B-1 This paragraph states that the commenter is submitting comments on behalf of the GSEJA. This comment does not question the content or conclusions of the DEIR. As requested, the GSEJA will be included in future notices regarding the project and its CEQA documentation.

B-2 This comment summarizes the major characteristics of the proposed Project. This comment does not question the content or conclusions of the DEIR.

B-3 To begin, the Project is an industrial warehouse so the commenter's statement about the project generating substantial new population or housing is incorrect. However, new sources of employment can sometimes induce indirect growth in a community as some percentage of project workers may choose to move into that community from outlying areas. This condition is explained in the DEIR on page 3-8 of the Project Description as follows:

> *It is estimated the Project could generate from 232 to 717 new employees based on industry standards. New employment generation figures for the proposed warehouse use range from 1 employee/1,500 square feet (SF) per the PVCCSP and up to 1 employee/485 square feet per the County Airport Land Use Commission. Therefore, the Project could generate from 232 employees (347,918 total SF divided by 1500 SF/employee) up to 717 employees (347,918 total SF divided by 485 SF/employee). However, these gross numbers do not take into account ALUC land use restrictions which may restrict the total employment to the lower end of this range. As a conservative "worst case" assumption, the Project warehouse will operate 24 hours per day 7 days per week.*

The commenter fails to acknowledge this information in the DEIR based on generation rates in the PVCCSP and Airport Land Use Commission (ALUC) correspondence. The commenter instead cites SCAG's Employment Density Study which indicates the Project could generate 603 employees. This estimate is still within the range of employment indicated in the DEIR as outlined above.

The commenter then goes on to state that the DEIR…"must also provide demographic and geographic information on the location of qualified workers to fill these positions." There is no requirement in the CEQA Statutes, State CEQA Guidelines, or case law that requires that an EIR must identify those specific future project characteristics. The actual number of employees who move into a community for a new job, and their specific housing choices, would necessarily vary by size and type of warehouse building, the actual use or uses housed in that building, and individual employee's choices about where to live based on a new job. It is just as likely that a worker at another warehouse might choose to apply to and be hired by the new warehouse. It is clearly overly speculative and difficult if not impossible to accurate predict these types of market-driven characteristics of development. In addition, the information is not relevant to the determination of environmental impacts under CEQA.

Finally, the commenter calculates the Project would represent 1.3% of the City's population growth estimated by Southern California Association of Governments (SCAG) for 2016 to 2045. However, the commenter makes this estimate assuming all new 603 project workers would become City residents. While some workers might make this choice, the estimate is clearly overly speculative and not supported by any empirical data provided by the commenter.

Even using the commenter's excessive estimate, the commenter has not demonstrated that the project will exceed SCAG's employment growth forecast for the City.

B-4 This is not a specific comment on the CEQA document, simply a statement that additional comments are to follow. Because the comments have not been submitted during the 45-day DEIR public review period, no response can be provided at this time.

B-5 Pursuant to CEQA, the Project's physical impacts on the environment were evaluated in the IS/MND using State CEQA Guidelines Appendix G thresholds as well as thresholds of significance adopted by other agencies with authority over affected resources (i.e., the SCAQMD). Environmental justice is not an environmental impact required to be evaluated or considered pursuant to CEQA, per State CEQA Guidelines Article 9. Contents of Environmental Impact Reports, Sections 15120 to 15132.

CalEnviroScreen is a screening methodology developed by the California Office of Environmental Health Hazard Assessment that can be used to help identify California communities that are disproportionately burdened by multiple sources of pollution. The model uses 21 statewide indicators to characterize both pollution burden and population characteristics. The exposure indicators in the model are ozone, PM10, PM2.5, drinking water, children's lead risk from housing, pesticide use, toxic releases, and traffic. The environmental effects indicators in the model are cleanup sites, groundwater threats, hazardous waste facilities/generators, impaired water bodies, and solid waste sites/facilities. As shown, the assessments in the model are based on much more than just air quality.

The commenter cites the CalEnviroScreen ozone, PM_{10}, and $PM_{2.5}$ burden percentile estimates for the census tract in which the Project site is located. However, the comment does not state that CalEnviroScreen shows that the ozone, PM_{10}, and $PM_{2.5}$ burden estimates for the census tracts throughout the City of Perris are relatively consistent; even in areas where there are no warehouse projects. The comment also does not state that the ozone, PM_{10}, and $PM_{2.5}$ burden estimates for the census tracts located to the north of the City of Perris are slightly higher than those in Perris.

The commenter states that the ozone, PM_{10}, and $PM_{2.5}$ burden of the Project's census tract is typically attributed to heavy truck traffic in the area. The commenter states that this is demonstrated by the census tract's ranking for traffic impacts. This statement ignores the fact that air pollutant emissions are generated by nearly every use and property within Perris, Riverside County, and the entire South Coast Air Basin, and that there are more passenger vehicles (cars and light trucks) operating within Perris than there are heavy trucks.

The sources of individual criteria pollutants are discussed on pages 4.2-4 through 4.2-6 of the DEIR and pages 16 through 22 of the Perris and Ramona Warehouse Air Quality Impact Analysis, which is included as Appendix I1 to the DEIR. However, these discussions do not provide the contribution of each source of the individual pollutants. As discussed on page 2.4-4 of the DEIR, ozone is formed when VOCs and NOx react in the presence of ultraviolet sunlight. As shown on page 3.2-16 of the SCAQMD's 2016 AQMP Final Program EIR, the 2012 baseline emission inventory for VOC emissions was 33% from on-road vehicles, 25% from off-road vehicles, 20% from architectural coatings and consumer products, 17% from area sources, and 6% from point sources. The 2012 baseline emission inventory for NOx emissions was 56% from on-road vehicles, 32% from off-road vehicles, 7% from area sources, and 5% from point sources. The 2012 baseline emission inventory for $PM_{2.5}$ emissions was 42% from area sources, 22% from on-road vehicles, 13% from road dust, 12% from off-road vehicles, and 12% from point sources. This demonstrates that criteria pollutant emissions concentrations within the South Coast Air Basin and the City of Perris are based on many more sources than heavy truck traffic.

Nonetheless, the air quality analysis contained in the DEIR demonstrates that the Project would not result in environmental justice issues. The air quality analysis prepared for the Project provides an assessment of potential cumulative air quality impacts. The SCAQMD shares the responsibility with California Air Resources Board (CARB) for ensuring that all federal and state ambient air quality standards are achieved and maintained throughout the air basin. The SCAQMD has developed methodologies and thresholds of significance that are widely used throughout the air basin. SCAQMD staff has suggested in the cumulative significance methodologies contained in the CEQA Air Quality Handbook that the emissions-based thresholds be used to determine if a project's contribution to regional cumulative emissions is cumulatively considerable. These thresholds were used in the Air Quality Analysis to assess the significance of the Project specific and cumulative air quality impacts. Air quality impacts are basin-wide, and air quality is affected by all pollutant sources in the basin. Therefore, the ambient air quality measurements provided in the Air Quality Analysis provide a summary of basin-wide cumulative air quality impacts. As the individual Project thresholds are designed to help achieve attainment with cumulative basin-wide standards, they are also appropriate for assessing the Project's contribution to cumulative impacts.

As discussed on pages 4.2-16, and 4.2-22 through 4.2-24 of the DEIR in response to Threshold C, which questions whether the Project would expose sensitive receptors to substantial pollutant concentrations, the DEIR describes the localized significance threshold (LST) analysis utilized in determining these potential impacts.

DEIR page 4.2-22 states that, "LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities." The analysis in the DEIR further state that, "the Project was analyzed for its potential to result in significant health risk impacts resulting from short-term construction and long- term operational emissions" and that it was determined, "the Project would not exceed the SCAQMD LSTs during construction and operational activities."

The SCAQMD also recommends the preparation of a mobile source Health Risk Assessment (HRA) if a project is expected to generate or attract heavy-duty diesel trucks, which emit diesel particulate matter (DPM). The Project's Health Risk Assessment (HRA; DEIR Appendix I3) discusses the Project's potential impacts regarding DPM emissions, cancer risk, non-carcinogenic risk, residential exposure, worker exposure, and school children exposure. Because construction and operational activity would not result in an exceedance of the SCAQMD's DPM cancer risk exposure threshold of 10 in one million, or non-cancer risk threshold of 1.0, sensitive receptors would not be exposed to substantial DPM pollutant concentrations during Project construction or operation, and impacts would be less than significant (DEIR, pages 4.2-25 through 4.2-31.)

Thus, contrary to the commenter's statements, the DEIR does include analysis relevant to environmental justice issues as the LSTs utilized in determining potential impacts to sensitive receptors were developed in response to environmental justice concerns and the Project HRA assesses potential Project-related health risks to residents, workers, and school children.

B-6 The commentor incorrectly states that there are discrepancies in the GHG emissions disclosed in the Air Quality analysis and the Greenhouse Gas Emissions analysis. The SCAQMD's thresholds of significance for air quality impacts are based on pounds per day whereas the SCAQMD's thresholds of significance for GHG emissions is based on metric tons per year. As such, the CO_2e emissions shown in the CalEEMod calculation sheets in

the Perris and Ramona Warehouse Air Quality Impact Analysis (appendix I1 to the DEIR) are presented in pounds per day; not metric tons. The pounds per day metric (lb/day) is shown in the header to each emissions calculation results table in the CalEEMod results sheets. Although daily CO_2e emission were calculated by CalEEMod for the evaluation of air quality impacts, these emissions are not used to determine the significance of GHG emissions. On the other hand, the CO_2e emissions shown in the CalEEMod calculation sheets in the Perris and Ramona Warehouse Greenhouse Gas Analysis (appendix I2 to the DEIR) are presented in metric tons per year. This is shown in the header to each emissions calculation results table in the CalEEMod results sheets. Therefore, the DEIR correctly evaluates construction and operation air quality and greenhouse gas impacts using the appropriate metrics as established by SCAQMD guidelines and there are discrepancies between the analyses.

B-7 Please see the Response B-6 regarding the calculation of GHG emissions for the analysis in the DEIR.

The energy models cited in the comment are not applicable to the CEQA process and are, in fact, used to demonstrate compliance with the Title 24 building energy efficiency standards, which is conducted prior to issuance of building permits. The DEIR utilizes CalEEMod, which is a statewide land use emissions computer model, recommend by the SCAQMD, designed to provide a uniform platform to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. The model quantifies indirect emissions from energy use, which incorporates Title 24 standards. As such, the DEIR appropriately quantified and disclosed the energy-related impacts associated with the proposed Project. There is no requirement of the DEIR to show specific compliance with 2019 Building Energy Efficiency Standards at this time as that will be a requirement prior to issuance of a building permit and verified by the City Building Division.

B-8 The commenter states that DEIR page 4.8-12 does not include any information regarding the Project's employment generation so the EIR must be revised. However, the commenter failed to acknowledge that page 3-8 of the DEIR Project Description clearly estimates that the Project will generate 232 to 717 new employees depending on the generation rate used (see also Response B-3 above). This information is included in the consistency analysis of the project for General Plan Policy III.A in Table 4.8-5, which is on page 4.8-13 and which follows page 4.8-12 (see Section 3, Errata). Therefore. the land use and planning section of the DEIR does provide this information.

B-9 As explained in the section cited by the commenter, the DEIR explains that the project does not meet the "regionally significant project" requirements outlined in State CEQA Guidelines Section 15206. Therefore, a direct comparison to SCAG's regional Connect SoCal goals is not required. However, in response to similar comments by SCAG, Section 3, Errata, of this FEIR provides a new Table 4.8-4, Project Consistency with SCAG Regional Goals.

B-10 The commenter may be conflating gross versus net coverage. The Project applicant is proposing 347,918 total square feet of warehousing while the site is 16 gross acres (or 696,960 square feet). The lot coverage is 49.9% based on gross acreage, which is what is allowed in the PVCCSP. Therefore, no variance or Specific Plan Amendment for lot coverage is needed.

B-11 The commenter fails to take into account the regulatory restrictions on the Project site (i.e., the southwest corner of Ramona and Perris) due to Airport Land Use Plan safety zones,

which is explained in detail in the DEIR Project Description. The DEIR explains that only 3.9 acres of the 16-acre site would allow retail commercial uses, which would result in a very limited commercial site - the other three corners of this intersection do not have the same land use restrictions. As also mentioned in the DEIR, there are also commercial uses to the east of the site, so there is no explicit need for additional commercial uses at the southwest corner of this intersection.

The commenter is incorrect, the DEIR does not need to revise the General Plan or PVCCSP buildout tables for land use, population, or employment changes represented by the project or all cumulative development and projects "in the pipeline". General Plan buildout numbers are those based on the land uses identified in the General Plan Land Use Element at the time the General Plan and its EIR were prepared. Similarly, the PVCCSP building numbers are those based on the land uses outlined in the PVCCSP and its EIR at the time they were approved. The cumulative analysis in the PVCC SPA No. 13 EIR demonstrates the proposed Project will not make a significant contribution to any cumulatively considerable environmental impacts with project design and implementation of the recommended mitigation measures. To further support this, none of the previous PVCC SPAs (1-12) provided an updated revised buildout land use table for either the PVCCSP or the General Plan. Finally, there is no provision in the CEQA Statute or Guidelines requiring the revision of these types of forecasts from previous planning or CEQA documents when development plans and their CEQA documentation is subsequently processed. Eventually when the City's General Plan is updated, the buildout forecasts for the land use plan at that time will reflect the most current estimates of future land uses, including population, housing, and employment.

B-12 The reviewer's comment that the "VMT analysis does not adequately or accurately represent the VMT impacts of the proposed project" is incorrect. The VMT (Vehicle Miles Traveled) analysis was prepared consistent with the Governor's Office of Planning and Research's (OPR) Technical Advisory and the City of Perris' Transportation Impact Analysis Guidelines for CEQA (May 2020) adopted VMT guidelines that state that projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT[1]. The Project site was found to be in a low VMT area consistent with the City of Perris' VMT Scoping Form, from data derived from Riverside Transportation Analysis Model (RIVTAM). The Project site meets the low VMT area screening criteria and is therefore not required to perform further VMT analysis.

The reviewer's comment that the VMT results reported in the project's air quality analysis is "exponentially higher than the VMTs reported in Appendix N" is incorrect. The VMT analysis concluded that because the Project meets the City's screening criteria and no further VMT analysis was performed. As no VMT analysis was performed, Appendix N did not include values the commenter is using as a basis for comparison.

Additionally, this comment incorrectly suggests that CEQA requires VMT to be assessed for heavy-duty trucks. CEQA does not require this. State CEQA Guidelines section 15064.3(a) defines VMT as "the amount and distance of **automobile** travel attributable to a project [emphasis added]." The Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation in CEQA (December 2018, page 4), which was used for the Project's VMT Analysis, states that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. It does not include heavy-duty trucks, semi-trailers, construction equipment, or other commercial-type vehicles.

[1] OPR's Technical Advisory, Page 13

Many other agencies have also said, "OPR has clarified in the Technical Advisory and recent informational presentations that heavy-duty truck VMT is not required to be included in the estimation of a project's VMT."[2] (See also "[a]s such, VMT analysis of truck trips is not a prescribed method to assess [a]projects' transportation impacts under CEQA."[3])

Arguably, assessment of VMT for heavy-duty trucks would actually be contrary to CEQA, as it would count non-employee miles traveled. The reason trucks are excluded from CEQA analysis is because there is no mechanism to reduce truck miles traveled. The Technical Advisory lists a whole host of "potential measures to reduce vehicle miles traveled." None of them refer to measures which could reduce miles traveled for heavy-duty trucks (and are all focused on employee trips):

- Improve or increase access to transit.
- Increase access to common goods and services, such as groceries, schools, and daycare.
- Incorporate affordable housing into the project.
- Incorporate neighborhood electric vehicle network. Orient the project toward transit, bicycle, and pedestrian facilities.
- Improve pedestrian or bicycle networks, or transit service.
- Provide traffic calming.
- Provide bicycle parking. Limit or eliminate parking supply.
- Unbundle parking costs.
- Provide parking cash-out programs.
- Implement roadway pricing.
- Implement or provide access to a commute reduction program.
- Provide car-sharing, bike sharing, and ride-sharing programs.
- Provide transit passes.
- Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services.
- Providing telework options. Providing incentives or subsidies that increase the use of modes other than single-occupancy vehicle.
- Providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms.
- Providing employee transportation coordinators at employment sites.
- Providing a guaranteed ride home service to users of non-auto modes.

B-13 The alternatives are described in sufficient detail in the DEIR to analyze their potential impacts compared to those of the proposed Project. The potential self-storage facility under Alternative 1 is one of the few commercial uses that would be allowed under the ALUC safety zone restrictions clearly described in the DEIR Project Description. The fact that it would require a Specific Plan Amendment (SPA) is an oversight, but its impacts would be minor compared to the primary land use limitations represented by the ALUC restrictions which would not affect other PVCCSP properties in the same way. The addition of a minor SPA to allow self-storage in the commercial zone could still require a Conditional Use Permit which would give the City adequate discretion on this type of use. The DEIR would not need to be recirculated to include this minor correction to Alternative 1.

B-14 Responses B-3 through B-13 above demonstrate that the DEIR is not flawed and does not

[2]https://www.sandiegocounty.gov/content/dam/sdc/pds/ceqa/JVR/DEIR/Chapters/JVR%20DEIR%203.1.7%20Transportation.pdf
[3] https://www.longbeach.gov/globalassets/city-manager/media-library/documents/memos-to-the-mayor-tabbed-file-list-folders/2020/june-30--2020---vehicle-miles-traveled--vmt--standards-for-development-review

need to be revised and recirculated for additional public review. As indicated in Response B-1 above, the commenter will be included in future notices regarding the project and its CEQA documentation.

Comment Letter C

Lozeau Drury, LLP on Behalf of Supporters Alliance for Environmental Responsibility (SAFER) (2-4-2022)

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Via Email

February 4, 2022

Chantal Power, Contract Planner
Development Services Department
City of Perris
101 North "D" Street
Perris, CA 92570
cpower@interwestgrp.com

Re: Comment on Draft Environmental Impact Report, Perris Valley Commerce Center Specific Plan, Amendment No. 13 (SPA19-05287, DPR 19-00012)

Dear Ms. Power:

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the Draft Environmental Impact Report ("DEIR") prepared for the project known as Perris Valley Commerce Center Specific Plan, Amendment No. 13 (SPA19-05287, Development Plan Review No. 19-00012), including all actions related or referring to the construction of a 347,918-square foot light industrial building, located on an approximately 16-acre site on the southeast corner of Ramona Expressway and Indian Avenue in the City of Perris ("Project"). C1

After reviewing the DEIR, we conclude that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. SAFER requests that the Development Services Department address these shortcomings in a revised draft environmental impact report ("RDEIR") and recirculate the RDEIR prior to considering approvals for the Project. C2

We reserve the right to supplement these comments during review of the Final EIR for the Project and at public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997). C3

Sincerely,

Amalia Bowley Fuentes
LOZEAU DRURY LLP

Responses Comment Letter C

C-1 The City understands the commenter and the SAFER organization has an interest in the proposed PVCC SPA 13 Project and is commenting specifically on the Draft EIR for that project as issued by the City as lead agency (SCH# 2021005021). This comment does not question the content of conclusions of the DEIR.

C-2 The commenter has failed to provide any evidence that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. In addition, mitigation is not required to reduce any impacts of a project. State CEQA Guidelines Section 15126.4(a)(1) states that "an EIR shall describe feasible measures which could minimize **significant** adverse impacts, including where relevant, inefficient and unnecessary consumption of energy" [emphasis added]. The analysis presented in the DEIR demonstrates that all potential impacts of the proposed Project would be less than significant after the implementation of the mitigation measures presented in the DEIR. No further mitigation measures are required to reduce an otherwise significant impact of the Project.

C-3 The City understands the commenter and the SAFER organization may wish to submit additional comments on the DEIR for this Project.

Comment Letter D

Adam Salcido (2-4-2022)

From:	A S
To:	Chantal Power
Cc:	Unknown; jbourgeois029@gmail.com; Terrance Lucio; PATRICK HANINGER
Subject:	Perris Valley Commerce Center (PVCCSP, Amendment No. 13 (SPA19-05287))
Date:	Friday, February 4, 2022 4:07:54 PM

Good Afternoon Ms. Power,

Please provide any updates to the above mentioned project.

I am requesting under Public Resource Code Section 21092.2 to add the email addresses and mailing address below to the notification list, regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project.

t.lucio57@gmail.com

phaninger1@gmail.com

jbourg2271@aol.com

jbourgeois029@gmail.com

asalcido.07@gmail.com

D1

Mailing Address:

P.O. Box 79222

Corona, CA 92877

Please confirm receipt of this email.

Thank You,

Adam Salcido

Responses to Comment Letter D

D-1 The post office box is in Corona and the emails do not indicate a particular organization, so it is unclear if the identified individuals represent a local community or environmental interest group or are just interested individuals. However, the City acknowledges the commenter's request to include the five indicated email addresses and the post office box mailing address to receive additional information for this project according to the limitations in state law and CEQA.

Comment Letter E

Frank Wen, Ph.D., Southern California Association of Governments (SCAG) (2-8-2022)

SCAG
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Community, Economic & Human Development
Jorge Marquez, Covina

Energy & Environment
David Pollock, Moorpark

Transportation
Sean Ashton, Downey

February 8, 2022

Ms. Chantal Power, AICP Contract Planner
City of Perris Planning Division
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E-mail: cpower@interwestgrp.com

RE: SCAG Comments on the Draft Environmental Impact Report (DEIR) for the Perris Valley Commerce Center Specific Plan, Amendment No. 13 & Development Plan Review 19-00012 [SCAG NO. IGR10551]

Dear Ms. Power,

Thank you for submitting the Notice of Availability of the Draft Environmental Impact Report (DEIR) for the Perris Valley Commerce Center Specific Plan, Amendment No. 13 & Development Plan Review 19-00012 ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. The proposed project includes an amendment to the Perris Valley Commerce Center Specific Plan from Commercial to Light Industrial for the development of a 347,918 square feet (SF) light industrial building with 339,918 SF non-refrigerated warehouse space and 8,000 SF of office space, plus 145 parking spaces and 82 trailer parking spaces on a 16-acre site. E1

Based on SCAG staff's review, the proposed project generally supports overall the goals of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal). SCAG staff comments are detailed in the attachment to this letter.

When available, please send the Final Environmental Impact Report electronically to IGR@scag.ca.gov or by mail to SCAG's Los Angeles Headquarters, located at 900 Wilshire Boulevard, Suite 1700, Los Angeles, CA 90017. If you have any questions regarding the attached comments, please contact the Intergovernmental Review (IGR) Program, attn.: Anita Au, Senior Regional Planner, at (213) 236-1874 or IGR@scag.ca.gov. Thank you. E2

Sincerely,

Frank Wen, Ph.D.
Manager, Planning Strategy Department

COMMENTS ON THE NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR PERRIS VALLEY COMMERCE CENTER SPECIFIC PLAN AMENDMENT NO. 13 & DEVELOPMENT PLAN REVIEW 19-00012 [SCAG NO. IGR10551]

SUMMARY

Pursuant to Senate Bill (SB) 375, SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS). SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and align with RTP/SCS policies.

Based on SCAG staff review, the proposed project generally supports the applicable goals of the 2020 Connect SoCal, although the references to population growth in the DEIR are not based on the growth forecasts adopted as part of the 2020 Connect SoCal.

E3

CONNECT SOCAL GOALS

The SCAG Regional Council fully adopted Connect SoCal in September 2020. Connect SoCal, also known as the 2020 – 2045 RTP/SCS, 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. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health. The goals included in Connect SoCal may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project. Among the relevant goals of Connect SoCal are the following:

SCAG CONNECT SOCAL GOALS	
Goal #1:	*Encourage regional economic prosperity and global competitiveness*
Goal #2:	*Improve mobility, accessibility, reliability and travel safety for people and goods*
Goal #3:	*Enhance the preservation, security, and resilience of the regional transportation system*
Goal #4:	*Increase person and goods movement and travel choices within the transportation system*
Goal #5:	*Reduce greenhouse gas emissions and improve air quality*
Goal #6:	*Support healthy and equitable communities*
Goal #7:	*Adapt to a changing climate and support an integrated regional development pattern and transportation network*
Goal #8:	*Leverage new transportation technologies and data-driven solutions that result in more efficient travel*
Goal #9:	*Encourage development of diverse housing types in areas that are supported by multiple transportation options*
Goal #10:	*Promote conservation of natural and agricultural lands and restoration of habitats*

E4

Connect SoCal Strategies

To achieve the goals of Connect SoCal, a wide range of land use and transportation strategies are included in the accompanying twenty (20) technical reports. To view Connect SoCal and the accompanying technical reports, please visit the Connect SoCal webpage. Connect SoCal builds upon the progress from previous RTP/SCS cycles and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that helps the SCAG region strive towards a more sustainable region, while meeting statutory requirements pertinent to RTP/SCSs. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

E4 cont.

SCAG Staff Comments

SCAG staff recommends that you review 2020 Connect SoCal and consider its adopted goals and policies when finalizing the proposed project. The 2020 Connect SoCal also identifies a goods movement system in the SCAG region and develops strategies to address expected growth trends and demands in goods movement. For further information on the goods movement strategies, please see the 2020 Connect SoCal Goods Movement Technical Report. For further information on industrial development and warehousing in Southern California, please see Industrial Warehousing in the SCAG Region.

DEMOGRAPHICS AND GROWTH FORECASTS

A key, formative step in projecting future population, households, and employment through 2045 for Connect SoCal was the generation of a forecast of regional and county level growth in collaboration with expert demographers and economists on Southern California. From there, jurisdictional level forecasts were ground-truthed by subregions and local agencies, which helped SCAG identify opportunities and barriers to future development. This forecast helps the region understand, in a very general sense, where we are expected to grow, and allows SCAG to focus attention on areas that are experiencing change and may have increased transportation needs. After a year-long engagement effort with all 197 jurisdictions one-on-one, 82 percent of SCAG's 197 jurisdictions provided feedback on the forecast of future growth for Connect SoCal. SCAG also sought feedback on potential sustainable growth strategies from a broad range of stakeholder groups – including local jurisdictions, county transportation commissions, other partner agencies, industry groups, community-based organizations, and the general public. Connect SoCal utilizes a bottom-up approach in that total projected growth for each jurisdiction reflects feedback received from jurisdiction staff, including city managers, community development/planning directors, and local staff. Growth at the neighborhood level (i.e., transportation analysis zone (TAZ) reflects entitled projects and adheres to current general and specific plan maximum densities as conveyed by jurisdictions (except in cases where entitled projects and development agreements exceed these capacities as calculated by SCAG). Neighborhood level growth projections also feature strategies that help to reduce greenhouse gas emissions (GHG) from automobiles and light trucks to achieve Southern California's GHG reduction target, approved by the California Air Resources Board (CARB) in accordance with state planning law. Connect SoCal's Forecasted Development Pattern is utilized for long range modeling purposes and does not supersede actions taken by elected bodies on future development, including entitlements and development agreements. SCAG does not have the authority to implement the plan -- neither through decisions about what type of development is built where, nor what transportation projects are ultimately built, as Connect SoCal is adopted at the jurisdictional level. Achieving a sustained regional outcome depends upon informed and intentional local action. To access jurisdictional level growth estimates and forecasts for years 2016 and 2045, please refer to the Connect SoCal Demographics and Growth Forecast Technical Report. The growth forecasts for the region and applicable jurisdictions are below.

E5

	Adopted SCAG Region Wide Forecasts				Adopted City of Perris Forecasts			
	Year 2020	**Year 2030**	**Year 2035**	**Year 2045**	**Year 2020**	**Year 2030**	**Year 2035**	**Year 2045**
Population	19,517,731	20,821,171	21,443,006	22,503,899	83,088	101,117	108,931	121,038
Households	6,333,458	6,902,821	7,170,110	7,633,451	21,431	27,458	30,007	33,798
Employment	8,695,427	9,303,627	9,566,384	10,048,822	19,013	23,267	24,797	26,411

E5 cont.

SCAG Staff Comments

The fifth paragraph on page 6-13 of the DEIR cites a 2020 figure that indicates that population forecasts were not based on the most recently adopted SCAG 2020 Connect SoCal Regional Growth Forecasts. SCAG staff recommends updating the discussion to reflect the latest regional growth forecasts, as provided in the table above.

MITIGATION

SCAG Staff Comments

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for Connect SoCal for guidance, as appropriate. SCAG's Regional Council certified the PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on May 7, 2020 and also adopted a PEIR Addendum and amended the MMRP on September 3, 2020 (please see the PEIR webpage and scroll to the bottom of the page for the PEIR Addendum). The PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

E6

Response to Comment Letter E

E-1 For the purposes of this comment, the summary of project characteristics provided by the commenter is accurate. The City acknowledges SCAG staff's comment that "the proposed project generally supports the overall goals of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal)." When completed, the Final EIR, including Response to Comments on the DEIR, will be transmitted to SCAG's IGR group as requested.

E-2 The Final EIR will be sent to the indicated email address (IGR@scag.ca.gov) per the commenter's request at least 10 days before a decision on the Project, per State CEQA Guidelines Section 15089(b).

E-3 The City acknowledges SCAG's role in regional planning for Southern California and specific responses are provided to SCAG's specific comments below. The City appreciates SCAG's comment that…"based on SCAG staff review, the proposed project generally supports the applicable goals of the 2020 Connect SoCal…" In addition, the City acknowledges that SCAG's comment regarding the DEIR's references to population growth are not based on the forecasts provided in the SCAG 2020 Connect SoCal document. The cited population figure is an actual value obtained from the census bureau, and the section makes no reference to the 2020 Connect SoCal forecasts. However, the forecasts provided by SCAG from that document were reviewed and the Project is consistent with the employment estimates in the 2020 Connect SoCal document (the Project is a warehouse so it will not generate housing or population). The population, housing, and employment forecasts provided by SCAG will be added to the DEIR text in Section 4.8, Land Use and Planning, as well as Section 6, Topical Issues, Cumulative Impacts, Population and Housing (see Section 3, Errata, of this document). This added information does not change the conclusions of the DEIR.

E-4 Table 4.8-5 evaluating the Project's consistency with the 10 cited 2020 Connect SoCal goals will be inserted into DEIR Section 4.8, Land Use and Planning (see Section 3, Errata, of this document). This added information does not change the conclusions of the DEIR.

City staff have reviewed the cited technical reports which mainly recommend sustainability practices and equipment for goods movement facilities. The information contained in those documents does not influence the location, size, or other characteristics of the proposed Project. The City of Perris will consider the potential sustainability recommendations in these references for subsequent planning documents as appropriate.

To address SCAG's comment as completely as possible, new Table 4.8-5 evaluating the Project's consistency with the 10 cited 2020 Connect SoCal goals will be inserted into DEIR Section 4.8, Land Use and Planning (see Section 3, Errata, of this document). This added information does not change the conclusions of the DEIR.

E-5 The City acknowledges that the forecasts provided by SCAG for the SCAG Region and the City of Perris are the same as those contained in the 2020-2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). These will be inserted into DEIR Section 6, Topical Issues, Cumulative Impacts, Population and Housing (see Section 3, Errata, of this document). This added information does not change the conclusions of the DEIR.

E-6 The City has reviewed the cited references and as suggested by SCAG staff. However, the

analysis presented in the DEIR demonstrates that all potential impacts of the proposed Project would be less than significant after the implementation of the mitigation measures presented in the DEIR. No further mitigation measures are required to reduce an otherwise significant impact of the Project.

3.0 ERRATA

Changes to the DEIR are noted below. Underlining indicates additions to the text; striking indicates deletions to the text. The changes to the DEIR do not affect the overall conclusions of the environmental document. These errata represent changes to the DEIR to provide clarification, corrections, revisions as needed as a result of public comments on the DEIR, or due to additional information received during the public review period, and minor typographical revisions. These clarifications and corrections are not considered to result in any new or more severe impacts than identified in the DEIR and are not otherwise deemed to warrant DEIR recirculation pursuant to CEQA Guidelines Section 15088.5. Added or modified text is shown by underlining (example) while deleted text is shown by striking (~~example~~).

Initial Study Section V.2 - Agricultural and Forest Resources *(paragraphs 6 and 7, pp. 34-35)*

Subsequent to circulation of the Draft EIR, the City received an email stating that the title report for the Project site still indicated that a Williamson Act agricultural conservation easement (ACE) was in place on the property. The applicant has submitted an application and notice to the City for cancelation of the ACE. However, information from the City's General Plan and the PVCCSP EIR both indicate that the agricultural preserve status of the land is still in place, as outlined below:

As stated in the City of Perris General Plan 2030 DEIR, Appendix A, Initial Study, Section II, Agricultural Resources:

> "The 1991 General Plan Land Use Element eliminated the "agricultural" land use designation. Accordingly, the Environmental Impact Report prepared in conjunction with the 1991 General Plan identified conversion of agricultural land as a significant cumulative impact. The EIR Findings indicated that certain social and economic factors outweighed the cumulative impacts associated with conversion of agricultural land to non-agricultural use and a Statement of Overriding Considerations were thereby adopted. Accordingly, adoption and implementation of the project General Plan will have no impact."

Furthermore, the City's 2030 GP-DEIR states:

> "The 1991 General Plan Land Use Element redesignated all agricultural lands for uses other than agriculture. Remaining land zoned for agricultural use is subject to a Williamson Act contract for which a notice of non-renewal has been indicating that the land will be taken out of agricultural production. Adoption and implementation of the project under the General Plan will have no impact on the non-renewal."

This citation from the General Plan EIR is incorrect in that the notice of non-renewal will actually be a cancellation which will document that the land is being formally removed from agricultural preserve status under the Williamson Act. However, the conclusion is the same, adoption and implementation of the Project under the General Plan will have no impact on a cancellation.

The proposed Project would implement the PVCCSP as amended from commercial to industrial uses. Cancellation of the agricultural conservation easement will simply occur later than the previously indicated non-renewal in the GP EIR and PVCCSP EIR. No change in impacts to agricultural resources as identified in the GP EIR and PVCCSP EIR is anticipated, only the timing under which documentation of the change will occur.

Initial Study Section V.2 - Agricultural and Forest Resources *(paragraph 4, p. 35)*

According to Riverside County's *Map My County*, the Project site is located within an Agricultural Preserve identified as Perris Valley No. 1 Map No. 56~~; however, it is not identified as being~~ and is still subject to an existing Williamson Act contract. The applicant is in the process of cancelling the contract as previously indicated as a non-renewal in the GP EIR and PVCCSP EIR. In addition, the Project site is vacant land and there have been no recent agricultural activities on site. ~~Therefore,~~ Once the cancellation is completed, the Project will not conflict with a Williamson Act contract and the cancellation would have no impact on existing agricultural operations. No impact will occur.

4.8 Land Use and Planning

The following data and analysis were added at the request of the Southern California Association of Governments (SCAG) to demonstrate if the Project is fully consistent with adopted regional plans.

4.8.4 Potential Impacts (Threshold b)

Regional Plans *(paragraph 1, p. 4.8-16)*

The proposed industrial uses of the Project were not anticipated or analyzed in the GPEIR; however, the General Plan did anticipate 16 acres of commercial uses on this site (approximately 273,557 square feet based on a floor area ratio or FAR of 0.4) and this amount of commercial square footage would have equivalent or greater regional impacts (e.g., traffic, air quality) compared to the proposed light industrial uses. In contrast, the proposed light industrial use could have different localized impacts compared to commercial uses relative to potential health risks from more truck traffic relative to passenger vehicle traffic. However, the overall impacts of the proposed Project would most likely be equivalent to those of commercial uses which are currently planned for the site, and which was the basis for the 2020 RTP/SCS. In addition, the size of the Project does not exceed the thresholds established by CEQA for regionally significant projects (State CEQA Guidelines Section 15206). The Project could add 232 to 717 new employees[4] to the City compared to the 4,254 employees estimated by SCAG to be added from 2020 to 2030 (see **Table 4.8-4, *SCAG Forecasts***). **Table 4.8-4** demonstrates the Project is consistent with SCAG's Connect SoCal goals. In addition, **Table 4.8-5, *Project Consistency with SCAG Regional Goals***, provides a comparison of the Project against ~~therefore, the proposed Project does not need to be evaluated against~~ the specific goals or policies of SCAG's regional plan, Connect SoCal - the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). In this regard, the proposed industrial uses of the Project would not have substantially different impacts relative to regional land use and environmental plans (i.e., the 2020 RTP/SCS) compared to the current planned use (i.e.,commercial).

Table 4.8-4
SCAG Forecasts *(new table)*

Category	Adopted SCAG Region-Wide Forecasts				Adopted City of Perris Forecasts			
	2020	2030	2035	2045	2020	2030	2035	2045
Population	19,517,731	20,821,171	21,443,006	22,503,899	83,088	101,117	108,931	121,038
Housing	6,333,458	6,902,821	7,170,110	7,633,451	21,431	27,458	30,007	33,798
Employment	8,695,427	9,303,627	9,566,384	10,048,822	19,013	23,267	24,797	26,411

Source: SCAG 2020 Connect SoCal

[4] DEIR page 5-2 Based on ALUC or SCAG employee ratios

Table 4.8-5
Project Consistency with SCAG Regional Goals
(new table)

SCAG Connect SoCal Regional Goals	Project Consistency
Goal #1: Encourage regional economic prosperity and global competitiveness	**Consistent.** The Project will add hundreds of new jobs and increased property taxes to the City's economic base, and the warehouse will help the area compete with the regional need for logistics warehousing.
Goal #2: Improve mobility, accessibility, reliability and travel safety for people and goods	**Consistent.** The Project will contribute to pedestrian, bicycle, and transit-related improvements in the surrounding area to improve non-vehicular access.
Goal #3: Enhance the preservation, security, and resilience of the regional transportation system	**Consistent.** The Project will make improvements to adjacent roadways as needed and required. It will also contribute to overall non-vehicular access for the region (see analysis of Goal #2).
Goal #4: Increase person and goods movement and travel choices within the transportation system	**Consistent.** Project is a warehouse which will incrementally improve regional goods movement and also contribute to overall non-vehicular access for the region (see analysis of Goal #2).
Goal #5: Reduce greenhouse gas emissions and improve air quality	**Consistent.** The Project will have less than significant impacts related to air quality and greenhouse gas emissions with implementation of the recommended mitigation.
Goal #6: Support healthy and equitable communities	**Consistent.** The Project will provide jobs that support a variety of income levels within the local economy. Employed individuals can afford wider lifestyle choices such as purchasing healthy foods and reducing stressful activities.
Goal #7: Adapt to a changing climate and support an integrated regional development pattern and transportation network	**Consistent.** The Project will provide warehousing in proximity to the I-215 Freeway to serve this southwestern portion of Riverside County.
Goal #8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel	**Consistent.** The Project will be required to comply with the SCAQMD's new Rule 2305 program called Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) program approved in May 2021. Rule 2305 applies to operators and owners of existing and new warehouses greater than 100,000 square feet.
Goal #9: Encourage development of diverse housing types in areas that are supported by multiple transportation options	**Not Applicable.** Project is a warehouse and does not propose any housing.
Goal #10: Promote conservation of natural and agricultural lands and restoration of habitats	**Not Applicable.** The Project currently has an agricultural conservation easement in place that is already in the process of being removed. The site contains no habitat that can be restored.

Source: SCAG 2020 Connect SoCal

Section 6, Topical Issues

6.2 Cumulative Impacts

Population and Housing *(7th paragraph, p. 6-65)*

According to the US Census Bureau, the City's population as of July 2015 was 74,971 (US Census Bureau 2016). The Southern California Association of Governments (SCAG) estimates that the population of Perris is expected to increase to about ~~116,700~~ 83,088 by the year 2020 ~~although this figure is significantly above current City development conditions~~ as shown in **Table 6-1, *SCAG Forecasts***.

Table 6-1
SCAG Forecasts
(new table)

Category	Adopted SCAG Region-Wide Forecasts				Adopted City of Perris Forecasts			
	2020	2030	2035	2045	2020	2030	2035	2045
Population	19,517,731	20,821,171	21,443,006	22,503,899	83,088	101,117	108,931	121,038
Housing	6,333,458	6,902,821	7,170,110	7,633,451	21,431	27,458	30,007	33,798
Employment	8,695,427	9,303,627	9,566,384	10,048,822	19,013	23,267	24,797	26,411

Source: SCAG 2020 Connect SoCal

CONCLUSION. *None of the additional or modified information provided in this section of the FEIR rises to the level of "significant new information" in that it does not change the conclusions of the EIR regarding significant impacts or mitigation. This information merely clarifies or expands on information already in the EIR and therefore does not trigger the need to recirculate the DEIR for additional public review and comment.*

4.0 MITIGATION MONITORING AND REPORTING PROGRAM

A. Mitigation Monitoring Requirements and Procedures

The California Environmental Quality Act (CEQA) was amended in 1989 to add Section 21081.6, which requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to a proposed development. As stated in Section 21081.6 of the Public Resources Code,

> *"…the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment."*

Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final certification of the EIR.

The mitigation monitoring table provided below lists those mitigation measures that may or may not be included as conditions of approval for the Project. To ensure that all the mitigation measures are properly implemented, the following monitoring program identifies the timing and responsibility for monitoring each measure. The developer will have the primary responsibility for implementing the measures, and the various City of Perris departments will have the primary responsibility for monitoring and reporting the implementation of the mitigation measures.

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
Aesthetics	THRESHOLD d: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	**MM-AES-1:** Prior to issuance of grading permits, the Project developer shall provide evidence to the City that any temporary nighttime lighting installed for security purposes shall be downward facing andhooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky.	Prior to issuance of a grading permit	City Planning Division	Verify lighting plan shows proper fixtures and orientation	
Air Quality & Greenhouse Gas	THRESHOLD b: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard? THRESHOLD c: Would the Project expose sensitive receptors to substantial pollutant concentrations?	**PVCCSP MM Air 2:** Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporarytraffic controls such as flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.	Prior to issuance of a grading permit	City Planning Division	Review and approve Traffic Control Plan	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		PVCCSP MM Air 3: To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to: • Requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain); Keeping disturbed/loose soil moist at all times; • Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered; • Installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip; • Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site; • Suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour; • Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-	Prior to issuance of a grading permit Periodically during grading	City Planning Division City Inspector	Grading plans to include specific actions from Rule 403 Verify project implementing Rule 403 as indicated on plans	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		10 generation; • Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials; and/or, Replacement of ground cover in disturbed areas as quickly as possible.				
		PVCCSP MM Air 4: Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.	Prior to issuance of a grading or building permit	City Planning Division	Verify contract specifications include required language	
		PVCCSP MM Air 5: Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the Cityof Perris Building Division prior to issuance of grading permits.	Prior to issuance of a grading permit	City Building Division	Verify contract specifications include required language	
		PVCCSP MM Air 6: The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with availableCARB verified or USEPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities.Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris Building Division prior to issuance of a grading permit.	Prior to issuance of a grading permit	City Building Division	Verify contract specifications include required language	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		PVCCSP MM Air 7: During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of PerrisBuilding Division.	Prior to issuance of a grading permit	City Planning Division	Verify contract specifications include required language	
		PVCCSP MM Air 8: Each individual implementing development project shall apply paints using eitherhigh volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.	Prior to issuance of a building permit	City Planning Division	Verify contract specifications include specified equipment and standard	
		PVCCSP MM Air 9: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.	Prior to issuance of a building permit	City Planning Division	Verify contract specifications include use of pre-coated materials and specified paints	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		PVCCSP MM Air 11: Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.	Prior to issuance of a Certificate of Occupancy	City Planning Division	Verify placement of signs	
		PVCCSP MM Air 13: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with informationrelated to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but notlimited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, andimportance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within oneyear of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero- Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on SCAQMD's website (http: //www.aqmd.gov). Tenants would be required to use those funds, if awarded.	Prior to issuance of a Certificate of Occupancy	City Planning Division	Verify developer has provided required materials to building occupants	
		PVCCSP MM Air 14: Each implementing development project shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance would be required prior to the issuance of occupancy permits.	Prior to issuance of a building permit	City Planning Division	Verify plans indicate specified parking spaces	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		PVCCSP MM Air 19: In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris Building Division) prior to conveyance of applicable streets.	Prior to issuance of a building permit	City Building Division	Verify plans indicate specified lighting	
		PVCCSP MM Air 20: Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All reductions will be documented through a checklist to be submitted prior toissuance of building permits for the implementing development project with building plans and calculations.	Prior to issuance of a building permit	City Building Division	Verify plans indicate specified conservation	
Biological Resources	THRESHOLD f: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	**PVCCSP MM Bio 1:** In order to avoid violation of the MBTA and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for all PVCCSP implementing development and infrastructure projects shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory birdspecies. If site-preparation activities for an implementing project are proposed during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologistprior to the issuance of grading permits for such project, to determine if active nests of species protectedby the MBTA or the California Fish and Game Code are present in the construction zone. If active nestsare not	Prior to issuance of a grading permit or before any ground-disturbing activity	City Planning Division	Verify nesting bird survey has been completed as specified	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		located within the implementing project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300feet of other sensitive or protected (under MBTA or California Fish and Game Code) bird nests (non- listed), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active.				
		PVCCSP MM Bio 2: Project-specific habitat assessments and focused surveys for burrowing owls would be conducted for implementing development or infrastructure projects within burrowing owl survey areas. A pre-construction survey for resident burrowing owls would also be conducted by a qualified biologist within 30 days prior to commencement of grading and construction activities within those portions of implementing project sites containing suitable burrowing owl habitat and for thoseproperties within an implementing project site where the biologist could not gain access. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity would be conducted in accordance with the current Burrowing Owl Instruction for the Western	Prior to issuance of a grading permit or before any ground-disturbing activity	City Planning Division	Verify owl survey has been completed as specified	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		Riverside MSHCP. If active nests are identified on an implementing project site during the pre-construction survey, the nests shall be avoided, or the owls actively or passively relocated. To adequately avoid active nests, no grading or heavy equipment activity shall take place within at least 250 feet of an active nest during the breeding season (February 1 through August 31), and 160 feet during the non-breeding season.				
Cultural Resources	THRESHOLD a: Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? THRESHOLD b: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	**MM-CR-1:** Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site Project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site Project improvement areas until the archaeologist has been approved by the City. The 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 archaeologist shall be prepared and equipped to record and salvagecultural	Prior to issuance of a grading permit	City Planning Division	Verify archaeologist has been retained and contracted for specified work	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		resources that may be unearthed during ground-disturbing activities and shall be empoweredto temporarily halt or divert ground-disturbing equipment to allow time for the recording and removalof the resources. 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 will 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 artifacts of Native American origin are discovered, all activities in the immediate vicinity of thefind (within a 50-foot radius) shall stop and the Project proponent and Project archaeologist shall notify the City of Perris Planning Division and the Soboba Band of Luiseño Indians and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians or the Pechanga Band of Luiseño Indians shall be retained to assist the Project				

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		archaeologist in the significance determination of the Native American as deemed possible. The designated Luiseño tribal representative will be given ample time to examine the find. 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 tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts. Native American artifacts that are relocated/reburied at the Project site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist. 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 archaeologist, in consultation with the designated Luiseño representative, determines that monitoring is no longer warranted,				

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		monitoring activities canbe 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 University of California, Riverside, Eastern Information Center (EIC) and the Luiseño tribe(s) involved with the Project.				
		MM-CR-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 Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. 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 would notify the Native American Heritage Commission (NAHC), which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC’s identification of the MLD will stand. The MLD shall be granted access to inspect	If human remains are found during grading	City Planning Division	Developer shall notify City for appropriate coordination	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		the site of the discovery of Native American human remains and may recommend to the Project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete 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 Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and the median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98l 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 EIC.				
Energy	THRESHOLD a: Would the Project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation? THRESHOLD b: Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	**PVCCSP MM Air 4**, **PVCCSP MM Air 11**, **PVCCSP MM Air 14**, **PVCCSP MM Air 19**, and **PVCCSP MM Air 20** shall apply; see Air Quality Section above				
Geology and Soils	THRESHOLD b: Would the Project result in substantial soil erosion or the loss of topsoil?	**PVCCSP MM Air 3** shall apply; see Air Quality Section above				

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
	THRESHOLD f: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**MM-GEO-1:** Prior to the issuance of grading permits, the Project proponent/developer shall submitto and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any Project- related excavations that exceed three (3) feet below the pre-grade surface. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no gradingactivities shall occur at the Project site or within the off-site Project improvement areas until the paleontologist has been approved by the City. Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens. Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with	Prior to issuance of a grading permit	City Planning Division	Verify PRIMMP prepared and implemented	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		permanent curation and retrievable storage. A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.				
Greenhouse Gas	THRESHOLD b: Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?	**PVCCSP MM Air 2**, **PVCCSP MM Air 4**, **PVCCSP MM Air 7**, **PVCCSP MM Air 11**, **PVCCSP MM Air 13**, **PVCCSP MM Air 14**, **PVCCSP MM Air 19**, and **PVCCSP MM Air 20** shall apply; see Air Quality Section above				
Hazards and Hazardous Materials	THRESHOLD b: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	**MM-HAZ-1: Pesticide Presence.** Prior to any ground disturbance activities, the Project applicant shall coordinate the sampling and laboratory testing of onsite soils for contamination by past agricultural chemicals (e.g., pesticides, herbicides, rodenticides, heavy metals, etc.) with the County Department of Environmental Health Services (DEH). If requested, the applicant shall submit a workplan to DEH for review and approval prior to the completion of grading. If any past agricultural chemicals are found in levels that exceed applicable health standards, a qualified contractor shall be retained to remove and properly dispose of such materials. Any work conducted shall be in compliance with DEH guidelines as the appropriate oversight agency. If sampling and laboratory testing are performed, a final report shall be prepared and submitted to DEH for review and approval prior to issuance of a certificate of occupancy.	Prior to any ground disturbing activities	City Planning Division	Verify testing has been completed	
		MM-HAZ-2: Buried Hazards. If any former fuel tanks or other potentially	During grading	City Planning Division	Verify any needed work has been	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		hazardous materials are found during grading or any ground disturbing activities, work in that area shall be halted within 100 feetof the find and a qualified environmental contractor shall be retained. The contractor shall assess the risk or hazard level of the material(s) and identify the most appropriate method of remediation. This work shall occur in coordination with and to the satisfaction of the County Department of Environmental Health Services (DEH).			coordinated with DEH	
	THRESHOLD e: Would the Project result in a safety hazard or excessive noise for people residing or working in the Project area (for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport)?	**MM-HAZ-3: ALUC Consistency.** Prior to issuance of a certificate of occupancy, the applicant shall demonstrate the Project has complied with the following conditions issued by the Riverside County Airport Land Use Commission (ALUC) at its July 9, 2020, meeting relative to the March Air Reserve Base/Inland Port Airport (MARB/IPA): 1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing. 2. The following uses/activities are not included in the proposed project and shall be prohibited at this site: (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved	Prior to issuance of a Certificate of Occupancy	City Planning Division	Verify project complies with ALUC requirements	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		navigational signal light or visual approach slope indicator. (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport. (c) Any use which would generate smoke or water vapor, or which would attract large concentrationsof birds, or which may otherwise affect safe air navigation within the area. Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling enters containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.) (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation. (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, restaurants, places of assembly (including churches and theaters), buildings with				

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight. (f) Any other uses not permitted in Accident Potential Zone II pursuant to DoDI 4165.57. 3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information. 4. The attached notice [from the July 9, 2020, ALUC Staff Report] shall be given to all prospective purchasers of the property and tenants of the buildings. 5. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND				

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist. A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin. 6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc. 7. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL. 8. The project does not propose				

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base. 9. This project has been evaluated as a proposal for 260,076 square feet of e-commerce area, 79,843 square feet of warehouse area, and 8,000 square feet of office floor area. Any increase in building area or change in use will require review by the Airport Land Use Commission. In addition, this project shall not store, process or manufacture hazardous materials without review and approvalby the Airport Land Use Commission. Supporting documentation was provided to the Airport Land Use Commission and is available online at www.rcaluc.org, click Agendas, 07-09-20 Agenda, Bookmark Agenda Item No. 3.1. Written proof of compliance shall be provided to County Planning and ALUC prior to issuance of the certificate of occupancy.				
	THRESHOLD f: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? THRESHOLD g: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	**PVCCSP MM Air 2** shall apply; see Air Quality Section above				

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
Noise	THRESHOLD a: Would the Project result in 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 b: Would the Project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	**PVCCSP MM Noise 1:** During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer 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.	Infrequently during grading and construction	City Planning Division	Verify contract specifications include required language	
		PVCCSP MM Noise 2: During all construction, stationary construction equipment, stockpiling and vehicle staging areas will be placed a minimum of 446 feet from the closest sensitive receptor.	Infrequently during grading and construction	City Planning Division	Verify contract specifications include required language	
		PVCCSP 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.	Infrequently during construction	City Planning Division	Verify contract specifications include required language	
		PVCCSP 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.	Infrequently during construction	City Planning Division Inspector	Verify contract specifications include required language	
Transportation	THRESHOLD a: Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**PVCCSP 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.	Prior to issuance of a Certificate of Occupancy	City Public Works and Engineering Administration Department	Verify onsite roads meet specifications	
		PVCCSP 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,	Prior to issuance of grading, landscaping, and street improvement	City Public Works and Engineering Administration Department	Verify sight distances	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		landscape and street improvement plans.	plans			
		PVCCSP MM Trans 5: Bike racks shall be installed in all parking lots in compliance with City of Perris standards.	Prior to issuance of a Certificate of Occupancy	City Planning Division	Verify placement of bike racks	
	THRESHOLD d: Would the Project result in inadequate emergency access?	**PVCCSP MM Air 2** shall apply; see Air Quality Section above				
Tribal Cultural Resources	THRESHOLD a.i: Would the Project 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 Cultural 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)? THRESHOLD a.ii: Would the Project 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 Cultural Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported	**MM-CR-1** and **MM-CR-2** shall apply; see Cultural ResourcesSection above				

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
	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?					
Wildfire	THRESHOLD a: Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?	**PVCCSP MM Air 2** shall apply; see Air Quality Section above				

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Appendix A

DRAFT EIR

The Draft EIR and Technical Appendices may be accessed at the link below:

https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review

Appendix C

Expressway Commerce Center AQ, GHG, & EA Assessment Technical Memorandum

TECHNICAL MEMORANDUM

DATE: July 17, 2025
TO: Lars Andersen, Pacific Development Partners
FROM: Haseeb Qureshi, Alyssa Barnett, Urban Crossroads, Inc.
JOB NO: 16724-02 AQ, GHG, & EA Assessment

SUBJECT: EXPRESSWAY COMMERCE CENTER AQ, GHG, & EA ASSESSMENT

Urban Crossroads, Inc. is pleased to provide the following AQ, GHG, & EA Assessment for the Expressway Commerce Center, which is located on the southwest corner of Perris Boulevard and Ramona Expressway in the City of Perris. This letter describes the Project air quality, greenhouse gas (GHG) and energy usage and compares those aspects to that evaluated in the *Perris and Ramona Warehouse (DPR19-00012) Air Quality, Greenhouse Gas, Health Risk, & Energy Assessment* (dated May 16, 2023, referred to herein as "2023 Assessment"). The project analyzed in the 2023 Assessment referred to herein as "Approved Project."

PROJECT BACKGROUND

The Approved Project assumed the development of a 304,572 square foot industrial building, 1,600 square feet of commercial retail use, 3,760 square feet of fast-food restaurant with drive-through window use, and 1,600 square feet of fast-food without drive-through use (identified as Alternative 2) for a total of 311,532 square feet. The Approved Project site plan is provided in Exhibit 1.

The industrial building is proposed to remain at 304,572 square feet; however, the Project proposes a major modification for the retail component to include the development of 1,600 square feet of commercial retail use, 3,000 square feet of fast-food restaurant with drive-through window use, and a 7,381 square foot Auto Zone for a total of 316,553 square feet (net increase of 5,021 square feet). The proposed major modification site plan is provided in Exhibit 2.

SUMMARY OF FINDINGS

Results of the assessment indicate no changed or new information has been identified to indicate that the potential for the Proposed Project to result in impacts that would be substantively greater than or different from those that would result from development of the Approved Project.

EXHIBIT 1: APPROVED PROJECT SITE PLAN

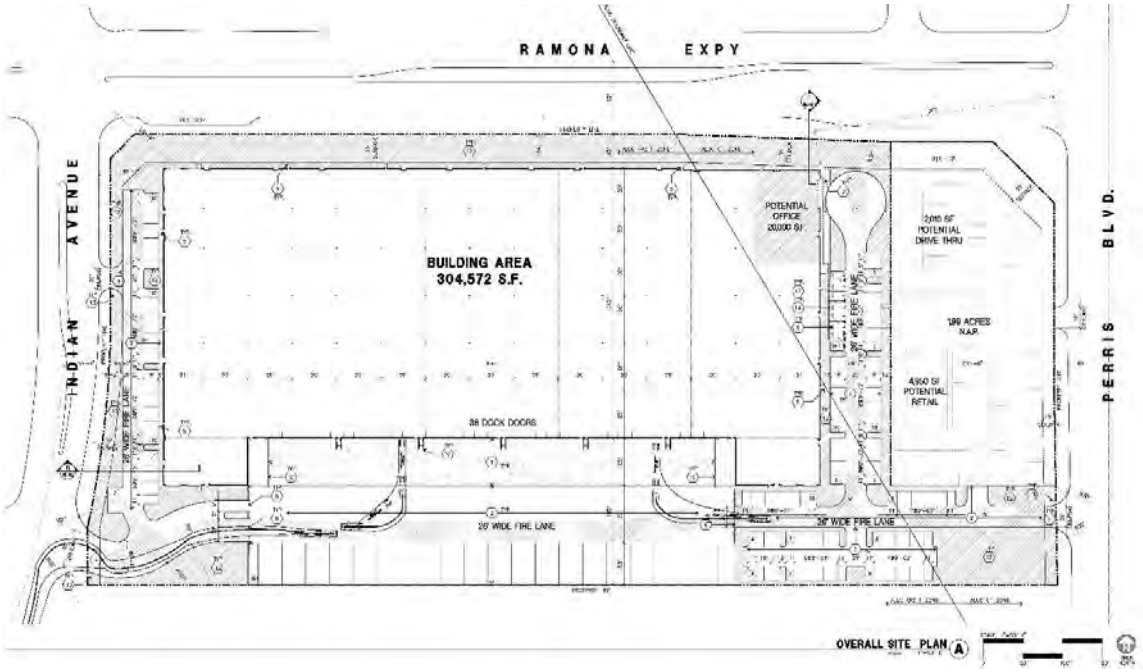
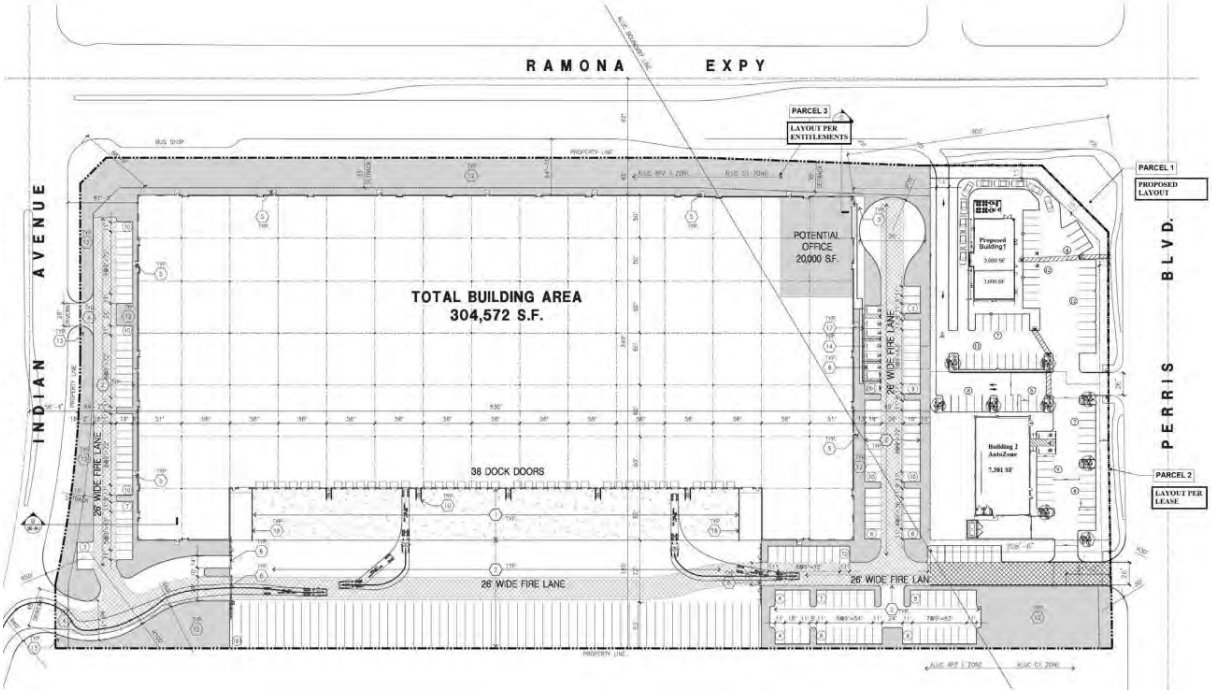


EXHIBIT 2: PROPOSED MAJOR MODIFICATION SITE PLAN



PROPOSED PROJECT AIR QUALITY IMPACTS

REGIONAL CONSTRUCTION EMISSIONS

Construction of the Modified Project would not result in daily construction emissions that would be substantially different than the emissions identified in the *Perris and Ramona Warehouse (DPR19-00012) Air Quality Impact Analysis* (Urban Crossroads, Inc. 2021). As such, the Project construction will not exceed thresholds established by the SCAQMD for emissions of any criteria pollutant and no mitigation is required.

EMISSIONS IDENTIFIED IN THE 2023 ASSESSMENT

Table 1 summarizes the estimated maximum daily operational emissions identified in the 2023 Assessment. Detailed operation model outputs are presented in Appendix 1. As shown, operational-source emissions would not exceed SCAQMD regional thresholds. Thus, the Project would result in a less than significant impact associated with operational activities.

TABLE 1: REGIONAL OPERATIONAL AIR QUALITY EMISSIONS IDENTIFIED IN THE 2023 ASSESSMENT

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
Mobile	8.65	8.05	56.26	0.11	10.44	2.85
Area	0.16	1.00E-05	7.10E-04	0.00	0.00	0.00
Energy	0.04	0.39	0.33	2.36E-03	0.03	0.03
Maximum Daily Emissions	8.85	8.45	56.59	0.11	10.47	2.88
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Mobile	7.03	8.53	52.23	0.10	10.44	2.85
Area	0.16	0.00	0.00	0.00	0.00	0.00
Energy	0.04	0.39	0.33	0.00	0.03	0.03
Maximum Daily Emissions	7.23	8.92	52.57	0.10	10.47	2.88
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

PROPOSED PROJECT REGIONAL OPERATIONAL EMISSIONS

The estimated operation-source emissions from the Project are summarized in Table 2. Detailed operation model outputs are presented in Appendix 2. As shown below in Table 2, operational emissions associated with the Proposed Project would not exceed the applicable regional significance thresholds established by SCAQMD.

TABLE 2: PROPOSED PROJECT REGIONAL OPERATIONAL AIR QUALITY EMISSIONS

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
Mobile	9.01	8.22	74.70	0.18	15.40	3.99
Area	0.37	0.00	0.52	0.00	0.00	0.00
Energy	0.01	0.18	0.15	0.00	0.01	0.01
Maximum Daily Emissions	9.39	8.40	75.37	0.18	15.41	4.00
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Mobile	8.37	8.81	63.00	0.17	15.40	3.99
Area	0.29	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.18	0.15	0.00	0.01	0.01
Maximum Daily Emissions	8.67	8.99	63.15	0.17	15.41	4.00
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

NET OPERATIONAL EMISSIONS

Table 3 compares peak operational-source criteria pollutant emissions generated by Proposed Project with peak operational-source criteria pollutant emissions generated by the Approved Project. As indicated at Table 3, the Proposed Project would result in a net decrease in peak operational-source NO_X (summer) and a net increase in peak VOC, NO_X (winter), CO, SO_X, PM_{10}, and $PM_{2.5}$ emissions when compared to peak operational-source criteria pollutant emissions generated by the Approved Project.

It should be noted that the emissions associated with the Proposed Project will not exceed the applicable threshold of significance established SCAQMD. The emissions represent a slight increase when compared to the Approved Project. Even if the net increase in emissions were added to the prior total emissions from the Approved Project, no new exceedances would occur. As such, the Proposed Project would not result in any new impacts than those already disclosed in the 2023 Assessment. Therefore, the original findings and conclusions of the 2023 Assessment remain valid and unchanged.

TABLE 3: NET OPERATIONAL AIR QUALITY EMISSIONS

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2023 Assessment	8.85	8.45	56.59	0.11	10.47	2.88
Proposed Project	9.39	8.40	75.37	0.18	15.41	4.00
Net Change	0.54	-0.05	18.78	0.07	4.94	1.12
Winter						
2023 Assessment	7.23	8.92	52.57	0.10	10.47	2.88
Proposed Project	8.67	8.99	63.15	0.17	15.41	4.00
Net Change	1.44	0.07	10.58	0.07	4.94	1.12

GHG EMISSIONS

EMISSIONS IDENTIFIED IN THE 2023 ASSESSMENT

The estimated GHG emissions identified in the 2023 Assessment are summarized in Table 4. As shown in Table 4, the Approved Project would generate a total of approximately 1,535.35 Metric tons of CO_2 equivalent per year ($MTCO_2e/yr$).

TABLE 4: GHG EMISSIONS IDENTIFIED IN THE 2023 ASSESSMENT

Source	Emissions (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2E
Mobile	1,343.63	0.10	0.08	1,370.48
Area	1.70E-04	0.00	0.00	1.80E-04
Energy	125.50	5.49E-03	1.92E-03	126.21
Water	12.87	0.76	0.00	31.89
Waste	4.93	0.06	0.00	6.78
Total CO_2E (All Sources)	1,535.35			

PROPOSED PROJECT GHG EMISSIONS

The estimated GHG emissions identified in the Proposed Project are summarized in Table 5. The estimated GHG emissions include emissions from Carbon Dioxide (CO_2), Methane (CH_4), Nitrous Oxide (N_2O), and Refrigerants (R). As shown in Table 5, the Project would generate a total of approximately 1,606.62 $MTCO_2e/yr$. Detailed operation model outputs are presented in Appendix 1.

TABLE 5: PROPOSED PROJECT GHG EMISSIONS SUMMARY

Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	R	Total CO_2E
Mobile	1,478.00	0.08	0.08	2.51	1,506.00
Area	0.24	0.00	0.00	0.00	0.24
Energy	65.80	0.01	0.00	0.00	66.10
Water	2.40	0.06	0.00	0.00	4.21
Waste	5.75	0.57	0.00	0.00	20.10
Refrigeration	0.00	0.00	0.00	9.97	9.97
Total CO_2E (All Sources)	1,606.62				

NET GHG EMISSIONS

Table 6 compares GHG emissions generated by Proposed Project with GHG emissions generated by the Approved Project. As indicated at Table 6, the Proposed Project would result in a slight net increase in GHG emissions when compared to GHG emissions generated by the Approved Project.

The Proposed Project GHG emissions represent a slight increase when compared to the Approved Project. Even if the net increase in GHG emissions were added to the prior total GHG emissions from the Approved Project, no new exceedances would occur. As such, the Proposed Project would not result in any new impacts than those already disclosed in the 2023 Assessment. Therefore, the original findings and conclusions of the 2023 Assessment remain valid and unchanged.

TABLE 6: NET GHG EMISSIONS

Source	Emissions (MT/yr)
2023 Assessment	1,606.62
Proposed Project	1,535.35
Net Change	71.27

ENERGY ANALYSIS

TRANSPORTATION ENERGY DEMANDS IDENTIFIED IN THE 2023 ASSESSMENT

Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the Project site. The VMT per vehicle class can be determined by evaluating the vehicle fleet mix and the total VMT. As with worker and vendors trips, operational vehicle fuel efficiencies were estimated using information generated within EMFAC2021 developed by California Air Resources Board (CARB). Data from EMFAC2021 is shown in Appendix 3.

The estimated transportation energy demands related to the Approved Project are summarized in Table 7. As shown, the Approved Project would result in 3,776,267 annual VMT and an estimated annual fuel consumption of 145,205 gallons of fuel.

TABLE 7: TRAFFIC FUEL CONSUMPTION IDENTIFIED IN THE 2023 ASSESSMENT

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption
LDA	33.79	2,019,733	59,780
LDT1	28.38	211,554	7,454
LDT2	27.02	651,931	24,127
MDV	21.45	532,480	24,819
LHDT1	14.58	100,437	6,889
LHDT2	15.26	27,605	1,809
MHDT	10.74	42,774	3,983
HHDT	7.44	70,590	9,493
OBUS	6.63	2,326	351
UBUS	4.97	1,190	240
MCY	37.90	90,846	2,397
SBUS	8.06	4,154	516
MH	6.17	20,649	3,348
Total Annual Fuel Consumption (Gallons)		3,776,267	145,205

PROPOSED PROJECT TRANSPORTATION ENERGY DEMANDS

The estimated transportation energy demands related to the Proposed Project are summarized in Table 8. As summarized in Table 8, the Proposed Project would result in 3,981,373 annual VMT and an estimated annual fuel consumption of 164,956 gallons of fuel.

TABLE 8: PROPOSED PROJECT TRAFFIC FUEL CONSUMPTION

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption
LDA	32.49	1,976,596	60,836
LDT1	25.14	155,554	6,187
LDT2	25.29	801,336	31,685
MDV	20.32	635,775	31,289
LHDT1	16.52	127,578	7,723
LHDT2	15.75	36,228	2,300
MHDT	8.58	57,461	6,696
HHDT	6.22	62,862	10,110
OBUS	6.50	2,435	374
UBUS	4.54	1,553	342
MCY	41.89	93,304	2,227
SBUS	6.42	5,337	832
MH	5.82	25,355	4,353
Total Annual Fuel Consumption (Gallons)		3,981,373	164,956

Net Transportation Energy Demands

Table 9 compares the transportation energy demands generated by Proposed Project with the transportation energy demands generated by the Approved Project. As indicated at Table 9, the Proposed Project would result in a net increase in transportation demands when compared to the Approved Project.

Table 9: Net Traffic Fuel Consumption

Vehicle Type	Annual VMT	Estimated Annual Fuel Consumption
2023 Assessment	3,776,267	145,205
Proposed Project	3,981,373	164,956
Net Change	205,106	19,751

Facility Energy Demands Identified in the 2023 Assessment

Building operations activities would result in the consumption of natural gas and electricity, which would be supplied to the site by SCE and Southern California Gas (SoCalGas). As summarized in Table 10, the Approved Project would result in 266,872 kWh/year of electricity and 1,464,976 kilo British thermal units per year (kBTU/year) of natural gas.

Table 10: Operational Energy Demand Identified in the 2023 Assessment

Land Use	Electricity Demand (kWh/year)	Natural Gas Demand kBTU/year
Strip Retail	19,424	3,520
Fast-Food Restaurant w/o Drive-Through Window	73,856	436,256
Fast-Food Restaurant with Drive-Through Window	173,562	1,025,200
Total Project Energy Demand	266,842	1,464,976

Proposed Project Facility Energy Demands

As summarized in Table 11, the Proposed Project would result in 668,667 kWh/year of electricity and 191,587 kilo British thermal units per year (kBTU/year) of natural gas.

Table 11: Proposed Project Operational Energy Demand

Land Use	Electricity Demand (kWh/year)	Natural Gas Demand kBTU/year
Automobile Care Center	317,016	70,629
Strip Mall	9,475	15,613
Fast Food Restaurant with Drive Thru	342,176	105,345
Total Project Energy Demand	668,667	191,587

NET FACILITY ENERGY DEMANDS

Table 12 compares the facility energy demands generated by Proposed Project with the facility energy demands generated by the Approved Project. As indicated at Table 12, the Proposed Project would result in a net increase in electricity demand of 401,825 kWh/year and a net decrease in natural gas demand of 1,273,389 kBTU/year when compared to the Approved Project.

TABLE 12: PROPOSED PROJECT OPERATIONAL ENERGY DEMAND

Land Use	Electricity Demand (kWh/year)	Natural Gas Demand kBTU/year
2023 Assessment	266,842	1,464,976
Proposed Project	668,667	191,587
Net Change	401,825	-1,273,389

AIR QUALITY, GREENHOUSE GAS, AND ENERGY CONCLUSION

Results of the assessment indicate no changed or new information has been identified to indicate that the potential for the Proposed Project to result in impacts that would be substantively greater than or different from those that would result from development of the Approved Project.

APPENDIX 1:

CALEEMOD 2023 ASSESSMENT EMISSIONS OUTPUT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Perris & Ramona Warehouse (Operations)

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant w/o Drive Thru	1.60	1000sqft	0.04	1,600.00	0
Fast Food Restaurant with Drive Thru	3.76	1000sqft	0.09	3,760.00	0
Strip Mall	1.60	1000sqft	0.04	1,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total Project area is +/- 15.5 acres

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Area Coating -

Water And Wastewater -

Solid Waste -

Operational Off-Road Equipment - Based on SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results (2014)

Perris & Ramona Warehouse (Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	0.5
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	40
tblConstructionPhase	NumDays	10.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	1.00	8.00
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	PB_TP	12.00	55.00
tblVehicleTrips	PB_TP	50.00	55.00
tblVehicleTrips	PB_TP	15.00	40.00
tblVehicleTrips	PR_TP	51.00	45.00
tblVehicleTrips	PR_TP	29.00	45.00
tblVehicleTrips	PR_TP	45.00	60.00
tblVehicleTrips	WD_TR	346.23	450.49
tblVehicleTrips	WD_TR	470.95	467.48
tblVehicleTrips	WD_TR	44.32	54.45

2.0 Emissions Summary

Perris & Ramona Warehouse (Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1556	1.0000e-005	7.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5200e-003	1.5200e-003	0.0000		1.6200e-003
Energy	0.0433	0.3935	0.3305	2.3600e-003		0.0299	0.0299		0.0299	0.0299		472.1926	472.1926	9.0500e-003	8.6600e-003	474.9986
Mobile	8.6505	8.0524	56.2579	0.1086	10.3558	0.0889	10.4447	2.7630	0.0832	2.8462		11,172.3594	11,172.3594	0.7449	0.6271	11,377.8419
Total	**8.8494**	**8.4459**	**56.5891**	**0.1110**	**10.3558**	**0.1188**	**10.4746**	**2.7630**	**0.1131**	**2.8761**		**11,644.5535**	**11,644.5535**	**0.7540**	**0.6357**	**11,852.8421**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1556	1.0000e-005	7.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5200e-003	1.5200e-003	0.0000		1.6200e-003
Energy	0.0433	0.3935	0.3305	2.3600e-003		0.0299	0.0299		0.0299	0.0299		472.1926	472.1926	9.0500e-003	8.6600e-003	474.9986
Mobile	8.6505	8.0524	56.2579	0.1086	10.3558	0.0889	10.4447	2.7630	0.0832	2.8462		11,172.3594	11,172.3594	0.7449	0.6271	11,377.8419
Total	**8.8494**	**8.4459**	**56.5891**	**0.1110**	**10.3558**	**0.1188**	**10.4746**	**2.7630**	**0.1131**	**2.8761**		**11,644.5535**	**11,644.5535**	**0.7540**	**0.6357**	**11,852.8421**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/7/2022	11/6/2022	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Perris & Ramona Warehouse (Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

Perris & Ramona Warehouse (Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.6505	8.0524	56.2579	0.1086	10.3558	0.0889	10.4447	2.7630	0.0832	2.8462		11,172.3594	11,172.3594	0.7449	0.6271	11,377.8419
Unmitigated	8.6505	8.0524	56.2579	0.1086	10.3558	0.0889	10.4447	2.7630	0.0832	2.8462		11,172.3594	11,172.3594	0.7449	0.6271	11,377.8419

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant w/o Drive Thru	720.78	1,113.60	800.00	1,079,388	1,079,388
Fast Food Restaurant with Drive Thru	1,757.72	2,316.61	1776.90	2,537,425	2,537,425
Strip Mall	87.12	67.26	32.69	159,454	159,454
Total	2,565.63	3,497.48	2,609.59	3,776,267	3,776,267

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant w/o Drive	16.60	8.40	6.90	1.50	79.50	19.00	45	0	55
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	45	0	55
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	60	0	40

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant w/o Drive Thru	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Fast Food Restaurant with Drive Thru	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Strip Mall	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0433	0.3935	0.3305	2.3600e-003		0.0299	0.0299		0.0299	0.0299		472.1926	472.1926	9.0500e-003	8.6600e-003	474.9986
NaturalGas Unmitigated	0.0433	0.3935	0.3305	2.3600e-003		0.0299	0.0299		0.0299	0.0299		472.1926	472.1926	9.0500e-003	8.6600e-003	474.9986

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant w/o Drive Thru	1195.22	0.0129	0.1172	0.0984	7.0000e-004		8.9100e-003	8.9100e-003		8.9100e-003	8.9100e-003		140.6143	140.6143	2.7000e-003	2.5800e-003	141.4499
Fast Food Restaurant with Drive Thru	2808.77	0.0303	0.2754	0.2313	1.6500e-003		0.0209	0.0209		0.0209	0.0209		330.4437	330.4437	6.3300e-003	6.0600e-003	332.4074
Strip Mall	9.64384	1.0000e-004	9.5000e-004	7.9000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		1.1346	1.1346	2.0000e-005	2.0000e-005	1.1413
Total		**0.0433**	**0.3935**	**0.3305**	**2.3600e-003**		**0.0299**	**0.0299**		**0.0299**	**0.0299**		**472.1926**	**472.1926**	**9.0500e-003**	**8.6600e-003**	**474.9986**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant w/o Drive Thru	1.19522	0.0129	0.1172	0.0984	7.0000e-004		8.9100e-003	8.9100e-003		8.9100e-003	8.9100e-003		140.6143	140.6143	2.7000e-003	2.5800e-003	141.4499
Fast Food Restaurant with Drive Thru	2.80877	0.0303	0.2754	0.2313	1.6500e-003		0.0209	0.0209		0.0209	0.0209		330.4437	330.4437	6.3300e-003	6.0600e-003	332.4074
Strip Mall	0.00964384	1.0000e-004	9.5000e-004	7.9000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		1.1346	1.1346	2.0000e-005	2.0000e-005	1.1413
Total		**0.0433**	**0.3935**	**0.3305**	**2.3600e-003**		**0.0299**	**0.0299**		**0.0299**	**0.0299**		**472.1926**	**472.1926**	**9.0500e-003**	**8.6600e-003**	**474.9986**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1556	1.0000e-005	7.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5200e-003	1.5200e-003	0.0000		1.6200e-003
Unmitigated	0.1556	1.0000e-005	7.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5200e-003	1.5200e-003	0.0000		1.6200e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0177					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1378					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-005	1.0000e-005	7.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5200e-003	1.5200e-003	0.0000		1.6200e-003
Total	**0.1556**	**1.0000e-005**	**7.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.5200e-003**	**1.5200e-003**	**0.0000**		**1.6200e-003**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0177					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1378					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-005	1.0000e-005	7.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5200e-003	1.5200e-003	0.0000		1.6200e-003
Total	**0.1556**	**1.0000e-005**	**7.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.5200e-003**	**1.5200e-003**	**0.0000**		**1.6200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Perris & Ramona Warehouse (Operations)

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant w/o Drive Thru	1.60	1000sqft	0.04	1,600.00	0
Fast Food Restaurant with Drive Thru	3.76	1000sqft	0.09	3,760.00	0
Strip Mall	1.60	1000sqft	0.04	1,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total Project area is +/- 15.5 acres

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Area Coating -

Water And Wastewater -

Solid Waste -

Operational Off-Road Equipment - Based on SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results (2014)

Perris & Ramona Warehouse (Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	0.5
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	40
tblConstructionPhase	NumDays	10.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	1.00	8.00
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	PB_TP	12.00	55.00
tblVehicleTrips	PB_TP	50.00	55.00
tblVehicleTrips	PB_TP	15.00	40.00
tblVehicleTrips	PR_TP	51.00	45.00
tblVehicleTrips	PR_TP	29.00	45.00
tblVehicleTrips	PR_TP	45.00	60.00
tblVehicleTrips	WD_TR	346.23	450.49
tblVehicleTrips	WD_TR	470.95	467.48
tblVehicleTrips	WD_TR	44.32	54.45

2.0 Emissions Summary

Perris & Ramona Warehouse (Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Perris & Ramona Warehouse (Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1556	1.0000e-005	7.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5200e-003	1.5200e-003	0.0000		1.6200e-003
Energy	0.0433	0.3935	0.3305	2.3600e-003		0.0299	0.0299		0.0299	0.0299		472.1926	472.1926	9.0500e-003	8.6600e-003	474.9986
Mobile	7.0272	8.5292	52.2346	0.1011	10.3558	0.0891	10.4449	2.7630	0.0834	2.8463		10,405.8554	10,405.8554	0.7916	0.6414	10,616.7806
Total	**7.2260**	**8.9227**	**52.5659**	**0.1035**	**10.3558**	**0.1190**	**10.4748**	**2.7630**	**0.1133**	**2.8762**		**10,878.0496**	**10,878.0496**	**0.8006**	**0.6501**	**11,091.7808**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1556	1.0000e-005	7.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5200e-003	1.5200e-003	0.0000		1.6200e-003
Energy	0.0433	0.3935	0.3305	2.3600e-003		0.0299	0.0299		0.0299	0.0299		472.1926	472.1926	9.0500e-003	8.6600e-003	474.9986
Mobile	7.0272	8.5292	52.2346	0.1011	10.3558	0.0891	10.4449	2.7630	0.0834	2.8463		10,405.8554	10,405.8554	0.7916	0.6414	10,616.7806
Total	**7.2260**	**8.9227**	**52.5659**	**0.1035**	**10.3558**	**0.1190**	**10.4748**	**2.7630**	**0.1133**	**2.8762**		**10,878.0496**	**10,878.0496**	**0.8006**	**0.6501**	**11,091.7808**

Perris & Ramona Warehouse (Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/7/2022	11/6/2022	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Perris & Ramona Warehouse (Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

Perris & Ramona Warehouse (Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.0272	8.5292	52.2346	0.1011	10.3558	0.0891	10.4449	2.7630	0.0834	2.8463		10,405.8554	10,405.8554	0.7916	0.6414	10,616.7806
Unmitigated	7.0272	8.5292	52.2346	0.1011	10.3558	0.0891	10.4449	2.7630	0.0834	2.8463		10,405.8554	10,405.8554	0.7916	0.6414	10,616.7806

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant w/o Drive Thru	720.78	1,113.60	800.00	1,079,388	1,079,388
Fast Food Restaurant with Drive Thru	1,757.72	2,316.61	1776.90	2,537,425	2,537,425
Strip Mall	87.12	67.26	32.69	159,454	159,454
Total	2,565.63	3,497.48	2,609.59	3,776,267	3,776,267

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant w/o Drive	16.60	8.40	6.90	1.50	79.50	19.00	45	0	55
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	45	0	55
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	60	0	40

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant w/o Drive Thru	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Fast Food Restaurant with Drive Thru	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Strip Mall	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0433	0.3935	0.3305	2.3600e-003		0.0299	0.0299		0.0299	0.0299		472.1926	472.1926	9.0500e-003	8.6600e-003	474.9986
NaturalGas Unmitigated	0.0433	0.3935	0.3305	2.3600e-003		0.0299	0.0299		0.0299	0.0299		472.1926	472.1926	9.0500e-003	8.6600e-003	474.9986

Perris & Ramona Warehouse (Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant w/o Drive Thru	1195.22	0.0129	0.1172	0.0984	7.0000e-004		8.9100e-003	8.9100e-003		8.9100e-003	8.9100e-003		140.6143	140.6143	2.7000e-003	2.5800e-003	141.4499
Fast Food Restaurant with Drive Thru	2808.77	0.0303	0.2754	0.2313	1.6500e-003		0.0209	0.0209		0.0209	0.0209		330.4437	330.4437	6.3300e-003	6.0600e-003	332.4074
Strip Mall	9.64384	1.0000e-004	9.5000e-004	7.9000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		1.1346	1.1346	2.0000e-005	2.0000e-005	1.1413
Total		**0.0433**	**0.3935**	**0.3305**	**2.3600e-003**		**0.0299**	**0.0299**		**0.0299**	**0.0299**		**472.1926**	**472.1926**	**9.0500e-003**	**8.6600e-003**	**474.9986**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant w/o Drive Thru	1.19522	0.0129	0.1172	0.0984	7.0000e-004		8.9100e-003	8.9100e-003		8.9100e-003	8.9100e-003		140.6143	140.6143	2.7000e-003	2.5800e-003	141.4499
Fast Food Restaurant with Drive Thru	2.80877	0.0303	0.2754	0.2313	1.6500e-003		0.0209	0.0209		0.0209	0.0209		330.4437	330.4437	6.3300e-003	6.0600e-003	332.4074
Strip Mall	0.00964384	1.0000e-004	9.5000e-004	7.9000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		1.1346	1.1346	2.0000e-005	2.0000e-005	1.1413
Total		**0.0433**	**0.3935**	**0.3305**	**2.3600e-003**		**0.0299**	**0.0299**		**0.0299**	**0.0299**		**472.1926**	**472.1926**	**9.0500e-003**	**8.6600e-003**	**474.9986**

6.0 Area Detail

6.1 Mitigation Measures Area

Perris & Ramona Warehouse (Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1556	1.0000e-005	7.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5200e-003	1.5200e-003	0.0000		1.6200e-003
Unmitigated	0.1556	1.0000e-005	7.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5200e-003	1.5200e-003	0.0000		1.6200e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0177					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1378					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-005	1.0000e-005	7.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5200e-003	1.5200e-003	0.0000		1.6200e-003
Total	**0.1556**	**1.0000e-005**	**7.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.5200e-003**	**1.5200e-003**	**0.0000**		**1.6200e-003**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0177					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1378					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-005	1.0000e-005	7.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5200e-003	1.5200e-003	0.0000		1.6200e-003
Total	**0.1556**	**1.0000e-005**	**7.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.5200e-003**	**1.5200e-003**	**0.0000**		**1.6200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Perris & Ramona Warehouse (Operations)

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant w/o Drive Thru	1.60	1000sqft	0.04	1,600.00	0
Fast Food Restaurant with Drive Thru	3.76	1000sqft	0.09	3,760.00	0
Strip Mall	1.60	1000sqft	0.04	1,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total Project area is +/- 15.5 acres

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Area Coating -

Water And Wastewater -

Solid Waste -

Operational Off-Road Equipment - Based on SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results (2014)

Perris & Ramona Warehouse (Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	0.5
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	40
tblConstructionPhase	NumDays	10.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	1.00	8.00
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	PB_TP	12.00	55.00
tblVehicleTrips	PB_TP	50.00	55.00
tblVehicleTrips	PB_TP	15.00	40.00
tblVehicleTrips	PR_TP	51.00	45.00
tblVehicleTrips	PR_TP	29.00	45.00
tblVehicleTrips	PR_TP	45.00	60.00
tblVehicleTrips	WD_TR	346.23	450.49
tblVehicleTrips	WD_TR	470.95	467.48
tblVehicleTrips	WD_TR	44.32	54.45

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

Perris & Ramona Warehouse (Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0284	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7000e-004	1.7000e-004	0.0000	0.0000	1.8000e-004
Energy	7.9000e-003	0.0718	0.0603	4.3000e-004		5.4600e-003	5.4600e-003		5.4600e-003	5.4600e-003	0.0000	125.5000	125.5000	5.4900e-003	1.9200e-003	126.2087
Mobile	0.9958	1.1954	7.4810	0.0144	1.4284	0.0125	1.4408	0.3816	0.0117	0.3933	0.0000	1,343.6266	1,343.6266	0.0997	0.0817	1,370.4750
Waste						0.0000	0.0000		0.0000	0.0000	12.8737	0.0000	12.8737	0.7608	0.0000	31.8940
Water						0.0000	0.0000		0.0000	0.0000	0.5538	4.3784	4.9321	0.0573	1.3900e-003	6.7768
Total	**1.0321**	**1.2672**	**7.5414**	**0.0148**	**1.4284**	**0.0179**	**1.4463**	**0.3816**	**0.0171**	**0.3987**	**13.4274**	**1,473.5051**	**1,486.9325**	**0.9233**	**0.0850**	**1,535.3546**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0284	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7000e-004	1.7000e-004	0.0000	0.0000	1.8000e-004
Energy	7.9000e-003	0.0718	0.0603	4.3000e-004		5.4600e-003	5.4600e-003		5.4600e-003	5.4600e-003	0.0000	125.5000	125.5000	5.4900e-003	1.9200e-003	126.2087
Mobile	0.9958	1.1954	7.4810	0.0144	1.4284	0.0125	1.4408	0.3816	0.0117	0.3933	0.0000	1,343.6266	1,343.6266	0.0997	0.0817	1,370.4750
Waste						0.0000	0.0000		0.0000	0.0000	12.8737	0.0000	12.8737	0.7608	0.0000	31.8940
Water						0.0000	0.0000		0.0000	0.0000	0.5538	4.3784	4.9321	0.0573	1.3900e-003	6.7768
Total	**1.0321**	**1.2672**	**7.5414**	**0.0148**	**1.4284**	**0.0179**	**1.4463**	**0.3816**	**0.0171**	**0.3987**	**13.4274**	**1,473.5051**	**1,486.9325**	**0.9233**	**0.0850**	**1,535.3546**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/7/2022	11/6/2022	5	0	

Acres of Grading (Site Preparation Phase): 0

Perris & Ramona Warehouse (Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9958	1.1954	7.4810	0.0144	1.4284	0.0125	1.4408	0.3816	0.0117	0.3933	0.0000	1,343.6266	1,343.6266	0.0997	0.0817	1,370.4750
Unmitigated	0.9958	1.1954	7.4810	0.0144	1.4284	0.0125	1.4408	0.3816	0.0117	0.3933	0.0000	1,343.6266	1,343.6266	0.0997	0.0817	1,370.4750

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant w/o Drive Thru	720.78	1,113.60	800.00	1,079,388	1,079,388
Fast Food Restaurant with Drive Thru	1,757.72	2,316.61	1776.90	2,537,425	2,537,425
Strip Mall	87.12	67.26	32.69	159,454	159,454
Total	2,565.63	3,497.48	2,609.59	3,776,267	3,776,267

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant w/o Drive	16.60	8.40	6.90	1.50	79.50	19.00	45	0	55
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	45	0	55
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	60	0	40

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant w/o Drive Thru	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Fast Food Restaurant with Drive Thru	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Strip Mall	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	47.3232	47.3232	3.9900e-003	4.8000e-004	47.5673
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	47.3232	47.3232	3.9900e-003	4.8000e-004	47.5673
NaturalGas Mitigated	7.9000e-003	0.0718	0.0603	4.3000e-004		5.4600e-003	5.4600e-003		5.4600e-003	5.4600e-003	0.0000	78.1768	78.1768	1.5000e-003	1.4300e-003	78.6414
NaturalGas Unmitigated	7.9000e-003	0.0718	0.0603	4.3000e-004		5.4600e-003	5.4600e-003		5.4600e-003	5.4600e-003	0.0000	78.1768	78.1768	1.5000e-003	1.4300e-003	78.6414

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant w/o Drive Thru	436256	2.3500e-003	0.0214	0.0180	1.3000e-004		1.6300e-003	1.6300e-003		1.6300e-003	1.6300e-003	0.0000	23.2803	23.2803	4.5000e-004	4.3000e-004	23.4186
Fast Food Restaurant with Drive Thru	1.0252e+006	5.5300e-003	0.0503	0.0422	3.0000e-004		3.8200e-003	3.8200e-003		3.8200e-003	3.8200e-003	0.0000	54.7087	54.7087	1.0500e-003	1.0000e-003	55.0338
Strip Mall	3520	2.0000e-005	1.7000e-004	1.4000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1878	0.1878	0.0000	0.0000	0.1890
Total		**7.9000e-003**	**0.0718**	**0.0603**	**4.3000e-004**		**5.4600e-003**	**5.4600e-003**		**5.4600e-003**	**5.4600e-003**	**0.0000**	**78.1768**	**78.1768**	**1.5000e-003**	**1.4300e-003**	**78.6414**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant w/o Drive Thru	436256	2.3500e-003	0.0214	0.0180	1.3000e-004		1.6300e-003	1.6300e-003		1.6300e-003	1.6300e-003	0.0000	23.2803	23.2803	4.5000e-004	4.3000e-004	23.4186
Fast Food Restaurant with Drive Thru	1.0252e+006	5.5300e-003	0.0503	0.0422	3.0000e-004		3.8200e-003	3.8200e-003		3.8200e-003	3.8200e-003	0.0000	54.7087	54.7087	1.0500e-003	1.0000e-003	55.0338
Strip Mall	3520	2.0000e-005	1.7000e-004	1.4000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1878	0.1878	0.0000	0.0000	0.1890
Total		**7.9000e-003**	**0.0718**	**0.0603**	**4.3000e-004**		**5.4600e-003**	**5.4600e-003**		**5.4600e-003**	**5.4600e-003**	**0.0000**	**78.1768**	**78.1768**	**1.5000e-003**	**1.4300e-003**	**78.6414**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant w/o Drive Thru	73856	13.0980	1.1100e-003	1.3000e-004	13.1656
Fast Food Restaurant with Drive Thru	173562	30.7804	2.6000e-003	3.1000e-004	30.9392
Strip Mall	19424	3.4448	2.9000e-004	4.0000e-005	3.4625
Total		**47.3232**	**4.0000e-003**	**4.8000e-004**	**47.5673**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant w/o Drive Thru	73856	13.0980	1.1100e-003	1.3000e-004	13.1656
Fast Food Restaurant with Drive Thru	173562	30.7804	2.6000e-003	3.1000e-004	30.9392
Strip Mall	19424	3.4448	2.9000e-004	4.0000e-005	3.4625
Total		**47.3232**	**4.0000e-003**	**4.8000e-004**	**47.5673**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0284	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7000e-004	1.7000e-004	0.0000	0.0000	1.8000e-004
Unmitigated	0.0284	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7000e-004	1.7000e-004	0.0000	0.0000	1.8000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.2300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0252					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7000e-004	1.7000e-004	0.0000	0.0000	1.8000e-004
Total	**0.0284**	**0.0000**	**9.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.7000e-004**	**1.7000e-004**	**0.0000**	**0.0000**	**1.8000e-004**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.2300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0252					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7000e-004	1.7000e-004	0.0000	0.0000	1.8000e-004
Total	**0.0284**	**0.0000**	**9.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.7000e-004**	**1.7000e-004**	**0.0000**	**0.0000**	**1.8000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4.9321	0.0573	1.3900e-003	6.7768
Unmitigated	4.9321	0.0573	1.3900e-003	6.7768

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant w/o Drive Thru	0.485654 / 0.0309992	1.3366	0.0159	3.9000e-004	1.8497
Fast Food Restaurant with Drive Thru	1.14129 / 0.0728481	3.1411	0.0374	9.1000e-004	4.3468
Strip Mall	0.118516 / 0.0726389	0.4544	3.9000e-003	1.0000e-004	0.5803
Total		**4.9321**	**0.0572**	**1.4000e-003**	**6.7768**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant w/o Drive Thru	0.485654 / 0.0309992	1.3366	0.0159	3.9000e-004	1.8497
Fast Food Restaurant with Drive Thru	1.14129 / 0.0728481	3.1411	0.0374	9.1000e-004	4.3468
Strip Mall	0.118516 / 0.0726389	0.4544	3.9000e-003	1.0000e-004	0.5803
Total		**4.9321**	**0.0572**	**1.4000e-003**	**6.7768**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	12.8737	0.7608	0.0000	31.8940
Unmitigated	12.8737	0.7608	0.0000	31.8940

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant w/o Drive Thru	18.43	3.7411	0.2211	0.0000	9.2685
Fast Food Restaurant with Drive Thru	43.31	8.7915	0.5196	0.0000	21.7807
Strip Mall	1.68	0.3410	0.0202	0.0000	0.8449
Total		**12.8737**	**0.7608**	**0.0000**	**31.8940**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant w/o Drive Thru	18.43	3.7411	0.2211	0.0000	9.2685
Fast Food Restaurant with Drive Thru	43.31	8.7915	0.5196	0.0000	21.7807
Strip Mall	1.68	0.3410	0.0202	0.0000	0.8449
Total		**12.8737**	**0.7608**	**0.0000**	**31.8940**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

11.0 Vegetation

APPENDIX 2:

CALEEMOD PROJECT EMISSIONS OUTPUT

Expressway Commerce Center Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Expressway Commerce Center
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	9.00
Location	33.84381359524622, -117.2285342387103
County	Riverside-South Coast
City	Perris
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5580
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Automobile Care Center	7.38	1000sqft	0.17	7,381	0.00	—	—	—
Strip Mall	1.60	1000sqft	0.04	1,600	0.00	—	—	—

Fast Food Restaurant with Drive Thru	3.00	1000sqft	0.07	3,000	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	10.2	9.39	8.40	75.4	0.18	0.15	15.2	15.4	0.14	3.87	4.01	38.0	18,731	18,769	4.60	0.83	129	19,260
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	9.46	8.67	8.99	63.2	0.17	0.15	15.2	15.4	0.14	3.87	4.01	38.0	17,617	17,655	4.63	0.86	62.0	18,087
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.86	6.41	5.28	37.7	0.09	0.09	7.68	7.77	0.08	1.95	2.03	38.0	9,336	9,374	4.34	0.49	75.3	9,703
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.25	1.17	0.96	6.88	0.02	0.02	1.40	1.42	0.01	0.36	0.37	6.30	1,546	1,552	0.72	0.08	12.5	1,606

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.78	9.01	8.22	74.7	0.18	0.13	15.2	15.4	0.13	3.87	3.99	—	18,321	18,321	0.75	0.82	69.1	18,652
Area	0.38	0.37	< 0.005	0.52	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.14	2.14	< 0.005	< 0.005	—	2.15
Energy	0.02	0.01	0.18	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	397	397	0.04	< 0.005	—	399
Water	—	—	—	—	—	—	—	—	—	—	—	3.30	11.2	14.5	0.34	0.01	—	25.4
Waste	—	—	—	—	—	—	—	—	—	—	—	34.7	0.00	34.7	3.47	0.00	—	121
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	60.2	60.2
Total	10.2	9.39	8.40	75.4	0.18	0.15	15.2	15.4	0.14	3.87	4.01	38.0	18,731	18,769	4.60	0.83	129	19,260
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.15	8.37	8.81	63.0	0.17	0.14	15.2	15.4	0.13	3.87	3.99	—	17,208	17,208	0.78	0.84	1.79	17,481
Area	0.29	0.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02	0.01	0.18	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	397	397	0.04	< 0.005	—	399
Water	—	—	—	—	—	—	—	—	—	—	—	3.30	11.2	14.5	0.34	0.01	—	25.4
Waste	—	—	—	—	—	—	—	—	—	—	—	34.7	0.00	34.7	3.47	0.00	—	121
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	60.2	60.2
Total	9.46	8.67	8.99	63.2	0.17	0.15	15.2	15.4	0.14	3.87	4.01	38.0	17,617	17,655	4.63	0.86	62.0	18,087
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.49	6.05	5.10	37.2	0.09	0.07	7.68	7.76	0.07	1.95	2.02	—	8,926	8,926	0.49	0.48	15.1	9,095
Area	0.35	0.35	< 0.005	0.36	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.47	1.47	< 0.005	< 0.005	—	1.47
Energy	0.02	0.01	0.18	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	397	397	0.04	< 0.005	—	399
Water	—	—	—	—	—	—	—	—	—	—	—	3.30	11.2	14.5	0.34	0.01	—	25.4
Waste	—	—	—	—	—	—	—	—	—	—	—	34.7	0.00	34.7	3.47	0.00	—	121
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	60.2	60.2
Total	6.86	6.41	5.28	37.7	0.09	0.09	7.68	7.77	0.08	1.95	2.03	38.0	9,336	9,374	4.34	0.49	75.3	9,703
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	1.18	1.10	0.93	6.79	0.02	0.01	1.40	1.42	0.01	0.36	0.37	—	1,478	1,478	0.08	0.08	2.51	1,506
Area	0.06	0.06	< 0.005	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.24	0.24	< 0.005	< 0.005	—	0.24
Energy	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	65.8	65.8	0.01	< 0.005	—	66.1
Water	—	—	—	—	—	—	—	—	—	—	—	0.55	1.86	2.40	0.06	< 0.005	—	4.21
Waste	—	—	—	—	—	—	—	—	—	—	—	5.75	0.00	5.75	0.57	0.00	—	20.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.97	9.97
Total	1.25	1.17	0.96	6.88	0.02	0.02	1.40	1.42	0.01	0.36	0.37	6.30	1,546	1,552	0.72	0.08	12.5	1,606

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.81	0.75	0.69	6.25	0.02	0.01	1.28	1.29	0.01	0.32	0.33	—	1,534	1,534	0.06	0.07	5.79	1,562
Strip Mall	0.38	0.36	0.28	2.52	0.01	< 0.005	0.49	0.49	< 0.005	0.12	0.13	—	593	593	0.03	0.03	2.22	604
Fast Food Restaurant with Drive Thru	8.58	7.90	7.25	66.0	0.16	0.12	13.5	13.6	0.11	3.42	3.53	—	16,194	16,194	0.66	0.72	61.1	16,486
Total	9.78	9.01	8.22	74.7	0.18	0.13	15.2	15.4	0.13	3.87	3.99	—	18,321	18,321	0.75	0.82	69.1	18,652

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.76	0.70	0.74	5.26	0.01	0.01	1.28	1.29	0.01	0.32	0.33	—	1,441	1,441	0.07	0.07	0.15	1,464
Strip Mall	0.36	0.33	0.30	2.16	0.01	< 0.005	0.49	0.49	< 0.005	0.12	0.13	—	557	557	0.03	0.03	0.06	567
Fast Food Restaurant with Drive Thru	8.03	7.35	7.77	55.6	0.15	0.12	13.5	13.6	0.11	3.42	3.53	—	15,210	15,210	0.69	0.75	1.58	15,451
Total	9.15	8.37	8.81	63.0	0.17	0.14	15.2	15.4	0.13	3.87	3.99	—	17,208	17,208	0.78	0.84	1.79	17,481
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.09	0.08	0.07	0.54	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.03	—	121	121	0.01	0.01	0.21	123
Strip Mall	0.06	0.05	0.04	0.33	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	71.9	71.9	< 0.005	< 0.005	0.12	73.2
Fast Food Restaurant with Drive Thru	1.04	0.97	0.81	5.92	0.01	0.01	1.22	1.23	0.01	0.31	0.32	—	1,285	1,285	0.07	0.07	2.18	1,310
Total	1.18	1.10	0.93	6.79	0.02	0.01	1.40	1.42	0.01	0.36	0.37	—	1,478	1,478	0.08	0.08	2.51	1,506

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	67.5	67.5	0.01	< 0.005	—	67.9
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	14.9	14.9	< 0.005	< 0.005	—	15.0
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	101	101	0.01	< 0.005	—	101
Total	—	—	—	—	—	—	—	—	—	—	—	—	183	183	0.02	< 0.005	—	184
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	67.5	67.5	0.01	< 0.005	—	67.9
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	14.9	14.9	< 0.005	< 0.005	—	15.0
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	101	101	0.01	< 0.005	—	101
Total	—	—	—	—	—	—	—	—	—	—	—	—	183	183	0.02	< 0.005	—	184
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	11.2	11.2	< 0.005	< 0.005	—	11.2
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	2.47	2.47	< 0.005	< 0.005	—	2.48
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	16.7	16.7	< 0.005	< 0.005	—	16.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	30.3	30.3	< 0.005	< 0.005	—	30.5

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	102	102	0.01	< 0.005	—	102
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.04	3.04	< 0.005	< 0.005	—	3.05
Fast Food Restaurant with Drive Thru	0.01	0.01	0.09	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	110	110	0.01	< 0.005	—	110
Total	0.02	0.01	0.18	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	214	214	0.02	< 0.005	—	215
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Automo Care Center	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	102	102	0.01	< 0.005	—	102
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.04	3.04	< 0.005	< 0.005	—	3.05
Fast Food Restaurant with Drive Thru	0.01	0.01	0.09	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	110	110	0.01	< 0.005	—	110
Total	0.02	0.01	0.18	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	214	214	0.02	< 0.005	—	215
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.8	16.8	< 0.005	< 0.005	—	16.9
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.50	0.50	< 0.005	< 0.005	—	0.50
Fast Food Restaurant with Drive Thru	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	18.2	18.2	< 0.005	< 0.005	—	18.2
Total	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	35.5	35.5	< 0.005	< 0.005	—	35.6

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consum Products	0.26	0.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.09	0.09	< 0.005	0.52	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.14	2.14	< 0.005	< 0.005	—	2.15
Total	0.38	0.37	< 0.005	0.52	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.14	2.14	< 0.005	< 0.005	—	2.15
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.26	0.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.29	0.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	0.01	< 0.005	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.24	0.24	< 0.005	< 0.005	—	0.24
Total	0.06	0.06	< 0.005	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.24	0.24	< 0.005	< 0.005	—	0.24

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	1.33	4.52	5.85	0.14	< 0.005	—	10.2
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.23	0.77	1.00	0.02	< 0.005	—	1.75
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.74	5.92	7.67	0.18	< 0.005	—	13.4
Total	—	—	—	—	—	—	—	—	—	—	—	3.30	11.2	14.5	0.34	0.01	—	25.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	1.33	4.52	5.85	0.14	< 0.005	—	10.2
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.23	0.77	1.00	0.02	< 0.005	—	1.75
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.74	5.92	7.67	0.18	< 0.005	—	13.4

Total	—	—	—	—	—	—	—	—	—	—	—	3.30	11.2	14.5	0.34	0.01	—	25.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.22	0.75	0.97	0.02	< 0.005	—	1.70
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.04	0.13	0.17	< 0.005	< 0.005	—	0.29
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.29	0.98	1.27	0.03	< 0.005	—	2.23
Total	—	—	—	—	—	—	—	—	—	—	—	0.55	1.86	2.40	0.06	< 0.005	—	4.21

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	15.2	0.00	15.2	1.52	0.00	—	53.2
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.91	0.00	0.91	0.09	0.00	—	3.17

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	18.6	0.00	18.6	1.86	0.00	—	65.2
Total	—	—	—	—	—	—	—	—	—	—	—	34.7	0.00	34.7	3.47	0.00	—	121
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	15.2	0.00	15.2	1.52	0.00	—	53.2
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.91	0.00	0.91	0.09	0.00	—	3.17
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	18.6	0.00	18.6	1.86	0.00	—	65.2
Total	—	—	—	—	—	—	—	—	—	—	—	34.7	0.00	34.7	3.47	0.00	—	121
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	2.52	0.00	2.52	0.25	0.00	—	8.80
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.15	0.00	0.15	0.01	0.00	—	0.52
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	3.08	0.00	3.08	0.31	0.00	—	10.8
Total	—	—	—	—	—	—	—	—	—	—	—	5.75	0.00	5.75	0.57	0.00	—	20.1

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	58.5	58.5
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.68	1.68
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	60.2	60.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	58.5	58.5
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.68	1.68

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	60.2	60.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.69	9.69
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.28	0.28
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.97	9.97

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Automobile Care Center	124	175	87.7	46,030	712	1,801	902	326,506
Strip Mall	88.0	67.3	32.7	28,155	538	692	336	193,960
Fast Food Restaurant with Drive Thru	1,402	1,848	1,418	535,825	6,557	19,009	14,580	3,460,907

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	17,972	5,991	—

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Automobile Care Center	70,629	349	0.0330	0.0040	317,016
Strip Mall	15,613	349	0.0330	0.0040	9,475
Fast Food Restaurant with Drive Thru	105,345	349	0.0330	0.0040	342,176

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Automobile Care Center	694,413	0.00
Strip Mall	118,516	0.00
Fast Food Restaurant with Drive Thru	910,601	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Automobile Care Center	28.2	—
Strip Mall	1.68	—
Fast Food Restaurant with Drive Thru	34.6	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Automobile Care Center	Other commercial A/C and heat pumps	User Defined	750	< 0.005	4.00	4.00	18.0
Automobile Care Center	Supermarket refrigeration and condensing units	User Defined	150	26.5	16.5	16.5	18.0
Strip Mall	Other commercial A/C and heat pumps	User Defined	750	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	User Defined	150	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	User Defined	150	< 0.005	7.50	7.50	20.0
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	User Defined	150	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	User Defined	750	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	User Defined	150	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	29.1	annual days of extreme heat
Extreme Precipitation	1.95	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	6.36	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A

Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	97.6
AQ-PM	53.3
AQ-DPM	47.8
Drinking Water	10.2
Lead Risk Housing	22.0
Pesticides	58.8
Toxic Releases	37.7
Traffic	81.9
Effect Indicators	—
CleanUp Sites	69.4
Groundwater	0.00
Haz Waste Facilities/Generators	53.5
Impaired Water Bodies	0.00
Solid Waste	40.1
Sensitive Population	—
Asthma	65.6
Cardio-vascular	90.6
Low Birth Weights	62.9
Socioeconomic Factor Indicators	—
Education	74.7
Housing	57.9
Linguistic	53.4
Poverty	64.5
Unemployment	15.8

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	36.04516874
Employed	38.00846914
Median HI	53.00911074
Education	—
Bachelor's or higher	28.6154241
High school enrollment	100
Preschool enrollment	5.440780187
Transportation	—
Auto Access	94.58488387
Active commuting	6.723983062
Social	—
2-parent households	87.71974849
Voting	9.636853587
Neighborhood	—
Alcohol availability	84.04978827
Park access	11.88245862
Retail density	29.21852945
Supermarket access	12.06210702
Tree canopy	0.590273322
Housing	—
Homeownership	79.23777749
Housing habitability	40.67753112
Low-inc homeowner severe housing cost burden	12.19042731
Low-inc renter severe housing cost burden	27.61452586

Uncrowded housing	47.8121391
Health Outcomes	—
Insured adults	26.49813936
Arthritis	79.8
Asthma ER Admissions	42.9
High Blood Pressure	64.8
Cancer (excluding skin)	87.6
Asthma	27.9
Coronary Heart Disease	81.5
Chronic Obstructive Pulmonary Disease	59.8
Diagnosed Diabetes	52.6
Life Expectancy at Birth	37.8
Cognitively Disabled	88.7
Physically Disabled	83.0
Heart Attack ER Admissions	7.5
Mental Health Not Good	28.5
Chronic Kidney Disease	64.9
Obesity	17.5
Pedestrian Injuries	92.5
Physical Health Not Good	37.9
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	30.9
Current Smoker	25.4
No Leisure Time for Physical Activity	29.5
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0

Children	35.2
Elderly	90.4
English Speaking	42.3
Foreign-born	59.5
Outdoor Workers	11.9
Climate Change Adaptive Capacity	—
Impervious Surface Cover	72.4
Traffic Density	65.3
Traffic Access	23.0
Other Indices	—
Hardship	70.6
Other Decision Support	—
2016 Voting	23.4

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	69.0
Healthy Places Index Score for Project Location (b)	30.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Operations: Vehicle Data	Trip characteristics based on the Traffic analysis
Operations: Refrigerants	As of 1 January 2022, new commercial refrigeration equipment may not use refrigerants with a GWP of 150 or greater. Further, R-404A (the CalEEMod default) is unacceptable for new supermarket and cold storage systems as of 1 January 2019 and 2023, respectively. Beginning 1 January 2025, all new air conditioning equipment may not use refrigerants with a GWP of 750 or greater.

APPENDIX 3:

EMFAC 2021 MODEL OUTPUTS

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Riverside (SC)
Calendar Year: 2025
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/year for Combustion VMT and Electric VMT, trips/year for Trips, tons/year for Emissions, 1000 gallons/year for Fuel Consumption, kg/year for Hydrogen Consumption

Region	CalYr	VehClass	MdlYr	Speed	Fuel	Population	VMT	Fuel_Consumption	Fuel_Consumption	Total Fuel	VMT	Total VMT	Miles per Gallon	Vehicle Class
Riverside (SC)	2025	HHDT	Aggregate	Aggregate	Gasoline	6.232252524	99371.98783	25.79228907	25792.28907	101108506.3	99371.98783	628654469	6.22	HHDT
Riverside (SC)	2025	HHDT	Aggregate	Aggregate	Diesel	15281.49903	608590780.5	98441.69512	98441695.12		608590780.5			HHDT
Riverside (SC)	2025	HHDT	Aggregate	Aggregate	Electricity	103.9487733	3711251.372	0	0		3711251.372			HHDT
Riverside (SC)	2025	HHDT	Aggregate	Aggregate	Natural Gas	781.6601067	16253065.06	2641.018889	2641018.889		16253065.06			HHDT
Riverside (SC)	2025	LDA	Aggregate	Aggregate	Gasoline	469318.5342	7069696742	233640.8392	233640839.2	237972453.1	7069696742	7731851082	32.49	LDA
Riverside (SC)	2025	LDA	Aggregate	Aggregate	Diesel	1383.809245	17348619.14	401.5501025	401550.1025		17348619.14			LDA
Riverside (SC)	2025	LDA	Aggregate	Aggregate	Electricity	23756.17576	400228725.7	0	0		400228725.7			LDA
Riverside (SC)	2025	LDA	Aggregate	Aggregate	Plug-in Hybric	14087.23202	244576995.3	3930.063858	3930063.858		244576995.3			LDA
Riverside (SC)	2025	LDT1	Aggregate	Aggregate	Gasoline	39844.42885	520364522.5	20792.5115	20792511.5	20818193.33	520364522.5	523372421.3	25.14	LDT1
Riverside (SC)	2025	LDT1	Aggregate	Aggregate	Diesel	16.26032827	103465.9915	4.209768622	4209.768622		103465.9915			LDT1
Riverside (SC)	2025	LDT1	Aggregate	Aggregate	Electricity	84.57619148	1419047.948	0	0		1419047.948			LDT1
Riverside (SC)	2025	LDT1	Aggregate	Aggregate	Plug-in Hybric	76.19034646	1485384.837	21.47206695	21472.06695		1485384.837			LDT1
Riverside (SC)	2025	LDT2	Aggregate	Aggregate	Gasoline	201900.7772	3113968961	124925.7475	124925747.5	125794940.4	3113968961	3181443320	25.29	LDT2
Riverside (SC)	2025	LDT2	Aggregate	Aggregate	Diesel	648.0824816	10590241.49	314.4122046	314412.2046		10590241.49			LDT2
Riverside (SC)	2025	LDT2	Aggregate	Aggregate	Electricity	1658.408696	20347292.45	0	0		20347292.45			LDT2
Riverside (SC)	2025	LDT2	Aggregate	Aggregate	Plug-in Hybric	1963.286623	36536825.27	554.7806116	554780.6116		36536825.27			LDT2
Riverside (SC)	2025	LHDT1	Aggregate	Aggregate	Gasoline	17598.36242	213353834.7	15312.53647	15312536.47	24003042.2	213353834.7	396504079	16.52	LHDT1
Riverside (SC)	2025	LHDT1	Aggregate	Aggregate	Diesel	15075.59282	179795007.6	8690.505724	8690505.724		179795007.6			LHDT1
Riverside (SC)	2025	LHDT1	Aggregate	Aggregate	Electricity	149.6982853	3355236.777	0	0		3355236.777			LHDT1
Riverside (SC)	2025	LHDT2	Aggregate	Aggregate	Gasoline	2462.303572	28909710.9	2332.556643	2332556.643	7083262.981	28909710.9	111569142.9	15.75	LHDT2
Riverside (SC)	2025	LHDT2	Aggregate	Aggregate	Diesel	6820.445818	81845755.43	4750.706338	4750706.338		81845755.43			LHDT2
Riverside (SC)	2025	LHDT2	Aggregate	Aggregate	Electricity	38.18158868	813676.5443	0	0		813676.5443			LHDT2
Riverside (SC)	2025	MCY	Aggregate	Aggregate	Gasoline	24005.46384	48076778.33	1147.719718	1147719.718	1147719.718	48076778.33	48076778.33	41.89	MCY
Riverside (SC)	2025	MDV	Aggregate	Aggregate	Gasoline	157992.5704	2237557559	112252.3556	112252355.6	114050749.8	2237557559	2317416092	20.32	MDV
Riverside (SC)	2025	MDV	Aggregate	Aggregate	Diesel	2427.253752	34535565.58	1435.800067	1435800.067		34535565.58			MDV
Riverside (SC)	2025	MDV	Aggregate	Aggregate	Electricity	1830.142844	22404262.33	0	0		22404262.33			MDV
Riverside (SC)	2025	MDV	Aggregate	Aggregate	Plug-in Hybric	1324.504282	22918705.54	362.5940561	362594.0561		22918705.54			MDV
Riverside (SC)	2025	MH	Aggregate	Aggregate	Gasoline	4508.467531	12686060.51	2596.110402	2596110.402	3133401.858	12686060.51	18251559.38	5.82	MH
Riverside (SC)	2025	MH	Aggregate	Aggregate	Diesel	2015.081247	5565498.876	537.2914562	537291.4562		5565498.876			MH
Riverside (SC)	2025	MHDT	Aggregate	Aggregate	Gasoline	1219.56756	16258107.41	3079.691557	3079691.557	23180482.67	16258107.41	198913577.3	8.58	MHDT
Riverside (SC)	2025	MHDT	Aggregate	Aggregate	Diesel	13275.74248	178264039.8	19822.20637	19822206.37		178264039.8			MHDT
Riverside (SC)	2025	MHDT	Aggregate	Aggregate	Electricity	118.7135177	1927831.815	0	0		1927831.815			MHDT
Riverside (SC)	2025	MHDT	Aggregate	Aggregate	Natural Gas	169.7860028	2463598.288	278.5847433	278584.7433		2463598.288			MHDT
Riverside (SC)	2025	OBUS	Aggregate	Aggregate	Gasoline	362.5102847	3973469.472	767.779865	767779.865	1399319.855	3973469.472	9098903.331	6.50	OBUS
Riverside (SC)	2025	OBUS	Aggregate	Aggregate	Diesel	224.9321911	4433634.446	566.704758	566704.758		4433634.446			OBUS
Riverside (SC)	2025	OBUS	Aggregate	Aggregate	Electricity	2.021694394	43903.58221	0	0		43903.58221			OBUS
Riverside (SC)	2025	OBUS	Aggregate	Aggregate	Natural Gas	36.9521167	647895.8309	64.83523184	64835.23184		647895.8309			OBUS
Riverside (SC)	2025	SBUS	Aggregate	Aggregate	Gasoline	426.2067312	5513087.576	628.8352147	628835.2147	1937977.332	5513087.576	12437964.83	6.42	SBUS
Riverside (SC)	2025	SBUS	Aggregate	Aggregate	Diesel	483.8964136	3247482.464	442.2329792	442232.9792		3247482.464			SBUS
Riverside (SC)	2025	SBUS	Aggregate	Aggregate	Electricity	5.22909553	46812.91987	0	0		46812.91987			SBUS
Riverside (SC)	2025	SBUS	Aggregate	Aggregate	Natural Gas	457.8096259	3630581.873	866.9091376	866909.1376		3630581.873			SBUS
Riverside (SC)	2025	UBUS	Aggregate	Aggregate	Gasoline	146.4959788	6064495.771	1075.353622	1075353.622	3585374.021	6064495.771	16262363.44	4.54	UBUS
Riverside (SC)	2025	UBUS	Aggregate	Aggregate	Diesel	0.3117338	9845.875493	0.874762616	874.7626165		9845.875493			UBUS
Riverside (SC)	2025	UBUS	Aggregate	Aggregate	Electricity	0.20926462	11038.80379	0	0		11038.80379			UBUS
Riverside (SC)	2025	UBUS	Aggregate	Aggregate	Natural Gas	252.5418031	10176982.99	2509.145637	2509145.637		10176982.99			UBUS

Appendix D

Updated Project Specific Master Water Quality Management Plan

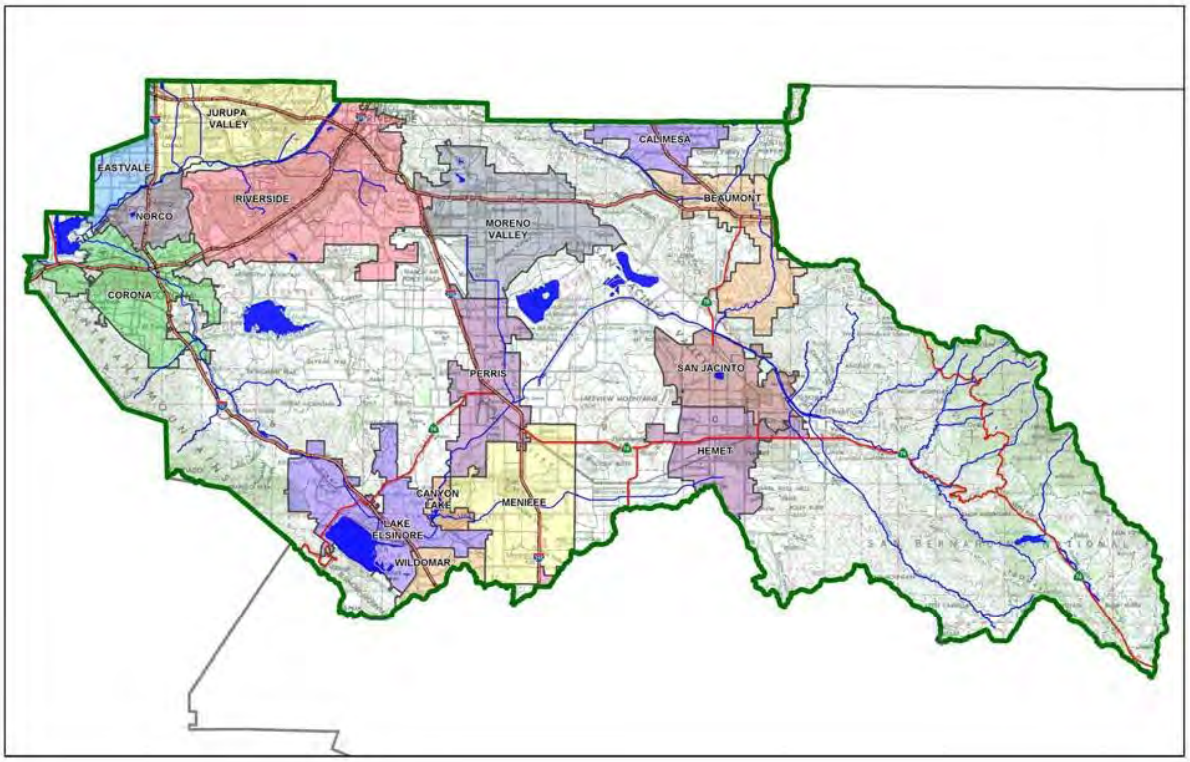
Project Specific Master Water Quality Management Plan

*A Template for Projects located within the **Santa Ana Watershed** Region of Riverside County*

Project Title: Expressway Commerce Center (AutoZone)

Development No: SWC Ramona Expressway & Perris Boulevard

Design Review/Case No: MM P25-00007



☒ **Preliminary**
☐ **Final**

Original Date Prepared: October 2022

Revision Date(s): November 2025 (Addendum)

Prepared for Compliance with
Regional Board Order No. **R8-2010-0033**

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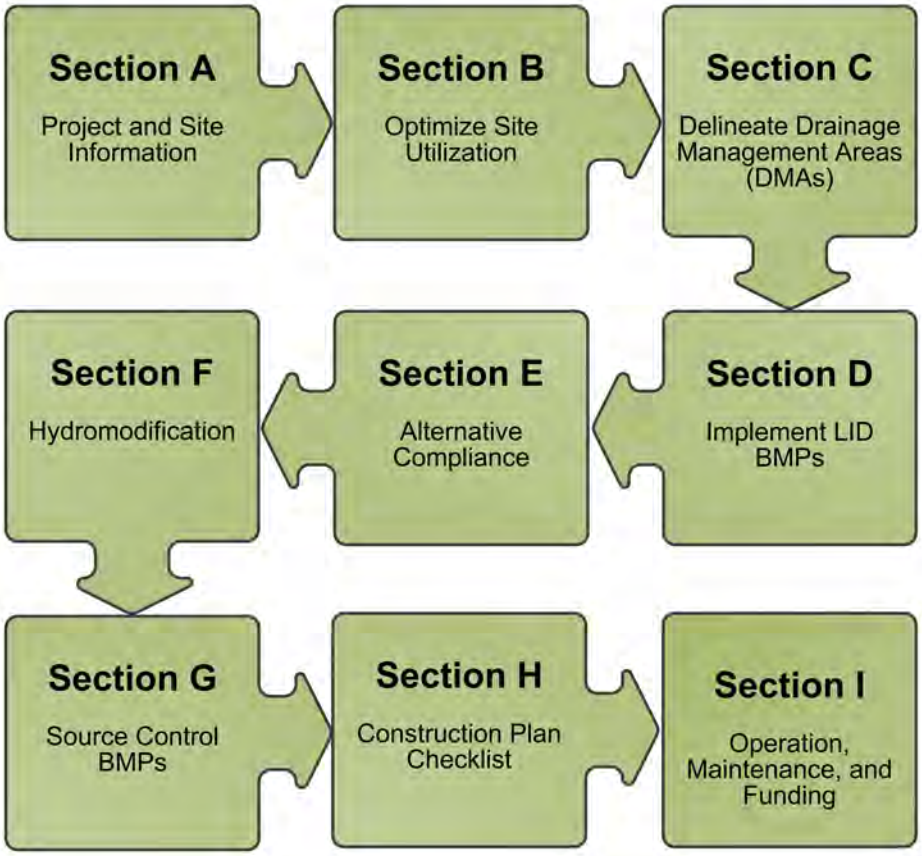
A Brief Introduction

This Project-Specific WQMP Template for the **Santa Ana Region** has been prepared to help guide you in documenting compliance for your project. Because this document has been designed to specifically document compliance, you will need to utilize the WQMP Guidance Document as your "how-to" manual to help guide you through this process. Both the Template and Guidance Document go hand-in-hand, and will help facilitate a well prepared Project-Specific WQMP. Below is a flowchart for the layout of this Template that will provide the steps required to document compliance.



OWNER'S CERTIFICATION

This Project-Specific Master Water Quality Management Plan (WQMP) has been prepared for PR Partners, LLC by United Engineering Group CA, Inc. for the Expressway Commerce Center, MM P25-00007.

This WQMP is intended to comply with the requirements of City of Perris for Ordinance 1194 which includes the requirement for the preparation and implementation of a Project-Specific WQMP.

The undersigned, while owning the property/project described in the preceding paragraph, shall be responsible for the implementation and funding of this WQMP and will ensure that this WQMP is amended as appropriate to reflect up-to-date conditions on the site. In addition, the property owner accepts responsibility for interim operation and maintenance of Stormwater BMPs until such time as this responsibility is formally transferred to a subsequent owner. This WQMP will be reviewed with the facility operator, facility supervisors, employees, tenants, maintenance and service contractors, or any other party (or parties) having responsibility for implementing portions of this WQMP. At least one copy of this WQMP will be maintained at the project site or project office in perpetuity. The undersigned is authorized to certify and to approve implementation of this WQMP. The undersigned is aware that implementation of this WQMP is enforceable under the City of Perris Water Quality Ordinance (Municipal Code Section 1194).

"I, the undersigned, certify under penalty of law that the provisions of this WQMP have been reviewed and accepted and that the WQMP will be transferred to future successors in interest."

Owner's Signature	Date
Owner's Printed Name	Owner's Title/Position

PREPARER'S CERTIFICATION

"The selection, sizing and design of stormwater treatment and other stormwater quality and quantity control measures in this plan meet the requirements of Regional Water Quality Control Board Order No. **R8-2010-0033** and any subsequent amendments thereto."

Preparer's Signature	11-10-2025 Date
Christopher F Lenz Preparer's Printed Name	PE/Principal Preparer's Title/Position

Preparer's Licensure: CA 63001

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Section A: Project and Site Information

PROJECT INFORMATION	
Type of Project:	Development Plan Review – 2 acre Commercial Site – 2 buildings
Planning Area:	PVCC
Community Name:	N/A
Development Name:	SWC Ramona & Perris Commercial Project

PROJECT LOCATION

Latitude & Longitude (DMS): 33d50'43"N, 117d13'33"W

Project Watershed and Sub-Watershed: Santa Ana, San Jacinto River, Canyon Lake

APN(s): 303-060-020.

Project Acreage: 3.38 acres (gross acreage includes street right of way) 1.99 acres net.

Map Book and Page No.:

PROJECT CHARACTERISTICS	
Proposed or Potential Land Use(s)	Commercial
Proposed or Potential SIC Code(s)	5812,5411,5999
Area of Impervious Project Footprint (SF)	656,994*
Total Area of proposed Impervious Surfaces within the Project Limits (SF)/or Replacement	656,994*
Does the project consist of offsite road improvements?	☐ Y ☒ N
Does the project propose to construct unpaved roads?	☐ Y ☒ N
Is the project part of a larger common plan of development (phased project)?	☒ Y ☐ N

EXISTING SITE CHARACTERISTICS	
Total area of existing Impervious Surfaces within the project limits (SF)	None
Is the project located within any MSHCP Criteria Cell?	☐ Y ☒ N
If so, identify the Cell number:	Insert text here.
Are there any natural hydrologic features on the project site?	☐ Y ☒ N
Is a Geotechnical Report attached?	☒ Y ☐ N
If no Geotech. Report, list the NRCS soils type(s) present on the site (A, B, C and/or D)	C
What is the Water Quality Design Storm Depth for the project?	0.58"

*Note: Areas based on 75% impervious area within the developed portion of the project.

Project Description:

This is a Master WQMP for the commercial project at Ramona Expressway and Perris Boulevard.

The project is a proposed 2 acre, 2 building commercial/retail development with parking provided on the east sides of the buildings. The offsite flows that impact the property originate west of the site and will follow existing conditions until the industrial portion is built and the flows are placed in storm drain in Ramona. Onsite flows are divided into 9 DMA's. The use of modular wetland systems for primary treatment is chosen due to the proximity of the project to the airport and the risk of bird strike from any surface ponding (no bio-retention allowed). The site has no infiltration potential but does have subsurface storage proposed. It is proposed that the underground detention be pumped to the surface bio-swales for WQMP treatment. Pumps and piping for this system will be designed at FWQMP stage. The site will have covered trash enclosures. Landscape areas will be LID self-retaining.

There are two parcels to manage, Parcel #1 is the proposed AutoZone Parcel, and is 0.91 acres, with a proposed 7,381 sf building. Parcel #2 is a proposed 4,300 sf building anticipated to be a drive thru restaurant, and is 1.08 acres. parcel #1 includes DMA's A-C, and Parcel #2 includes DMA's W-X. Both parcels DMA's are routed to the underground storage and treated by bio

swales. Ultimately Areas D and E will join W and X in the northern parcels treatment system. However, as the access is required for the southern parcel, it is designed to have an interim Flogard insert for temporary treatment. The other area that cannot be accepted into the onsite system is area Y and Z, or the right of way for Perris Boulevard and Ramona Expressway. They will continue to drain to the existing catch basin in Perris. Riverside County Standard 313 FTCD – CPS Screen is proposed to be added to help pre-treat roadside runoff.

The underground storage facility will be Contech or similar CMP detention systems and will hold the Vbmp for the DMA's prior to pumping to the swales for Qbmp treatment per the below table.

Parcel	DMA	BMP for Qbmp Treatment	Detention System for Vbmp storage	Provided & Required Qbmp [cfs]	Required Vbmp [cf]	Provided Vbmp [cf]
Parcel #1	A	1B	1A	0.2	2,045	11,065
	B					
	C					
Parcel #2	D	2 (temp)	n/a	0.1	167	11,065
	E	3B(ultimate)	3A(ultimate)			
	W	3B	3A	0.1	1,495	7,177
	X					
Offsite ROW	Y	n/a	Self-Retaining	n/a	39	39
	Z	n/a	n/a	0.2	2,080	7,177*

BMP	DESCRIPTION
1A	CONTECH UNDERGROUND STORAGE 21' X 98' FOOTPRINT
1B	CONTECH 8' X 16' MODULAR WETLAND SYSTEM
2	FLOGARD CATCH BASIN FILTER INSERT (PRE-TREATMENT ONLY)
3A	CONTECH UNDERGROUND STORAGE 21' X 70' FOOTPRINT
3B	CONTECH 8' X 12' MODULAR WETLAND SYSTEM
4	COUNTY STD. 313 FCTD-CPS SCREEN (PRE-TREATMENT ONLY)

Notes:

Vbmp provided exceeds Vbmp required as underground systems are designed to meet RCFCWCD requirement to detain 10yr-24hr + 2yr-24hr storm runoff for peak mitigation.

Detention system details contained in Appendix 6.

*The volume of runoff unable to be treated by areas Y and Z is offset by the additional capacity of the Parcel 2 underground facility.

A.1 Maps and Site Plans

When completing your Project-Specific WQMP, include a map of the local vicinity and existing site. In addition, include all grading, drainage, landscape/plant palette and other pertinent construction plans in Appendix 2. At a **minimum**, your WQMP Site Plan should include the following:

- Drainage Management Areas
- Proposed Structural BMPs
- Drainage Path
- Drainage Infrastructure, Inlets, Overflows
- Source Control BMPs
- Buildings, Roof Lines, Downspouts
- Impervious Surfaces
- Standard Labeling

Use your discretion on whether or not you may need to create multiple sheets or can appropriately accommodate these features on one or two sheets. Keep in mind that the Co-Permittee plan reviewer must be able to easily analyze your project utilizing this template and its associated site plans and maps.

A.2 Identify Receiving Waters

Using Table A.1 below, list in order of upstream to downstream, the receiving waters that the project site is tributary to. Continue to fill each row with the Receiving Water's 303(d) listed impairments (if any), designated beneficial uses, and proximity, if any, to a RARE beneficial use. Include a map of the receiving waters in Appendix 1.

Table A.1 Identification of Receiving Waters

Receiving Waters	EPA Approved 303(d) List Impairments (2024)	Designated Beneficial Uses	Proximity to RARE Beneficial Use
Perris Valley Storm Drain	None	WARM, COLD	Not designated as RARE
San Jacinto River Reach 3 HU #802.11	None	AGR, GWR, REC1, REC2, WARM, WILD	Not designated as RARE
Canyon Lake HU #802.11 & 12	None	MUN, AGR, GWR, REC1, REC2, WARM, WILD	Not designated as RARE
San Jacinto River Reach 1 HU #801.32 & #802.31	None	MUN, AGR, GWR, REC1, REC2, WARM, WILD	Not designated as RARE
Lake Elsinore HU #802.31	Total DDT, PCB's	REC1, REC2, WARM, WILD	Not designated as RARE

A.3 Additional Permits/Approvals required for the Project:

Table A.2 Other Applicable Permits

Agency	Permit Required	
State Department of Fish and Game, 1602 Streambed Alteration Agreement	☐ Y	☒ N
State Water Resources Control Board, Clean Water Act (CWA) Section 401 Water Quality Cert.	☐ Y	☒ N
US Army Corps of Engineers, CWA Section 404 Permit	☐ Y	☒ N
US Fish and Wildlife, Endangered Species Act Section 7 Biological Opinion	☐ Y	☒ N

Statewide Construction General Permit Coverage	☒ Y	☐ N
Statewide Industrial General Permit Coverage (Dependent on Tenant)	☒ Y	☐ N
Western Riverside MSHCP Consistency Approval (e.g., JPR, DBESP)	☐ Y	☒ N
Other *(please list in the space below as required)*	☐ Y	☒ N

If yes is answered to any of the questions above, the Co-Permittee may require proof of approval/coverage from those agencies as applicable including documentation of any associated requirements that may affect this Project-Specific WQMP.

Section B: Optimize Site Utilization (LID Principles)

Review of the information collected in Section 'A' will aid in identifying the principal constraints on site design and selection of LID BMPs as well as opportunities to reduce imperviousness and incorporate LID Principles into the site and landscape design. For example, **constraints** might include impermeable soils, high groundwater, groundwater pollution or contaminated soils, steep slopes, geotechnical instability, high-intensity land use, heavy pedestrian or vehicular traffic, utility locations or safety concerns. **Opportunities** might include existing natural areas, low areas, oddly configured or otherwise unbuildable parcels, easements and landscape amenities including open space and buffers (which can double as locations for bioretention BMPs), and differences in elevation (which can provide hydraulic head). Prepare a brief narrative for each of the site optimization strategies described below. This narrative will help you as you proceed with your LID design and explain your design decisions to others.

The 2010 Santa Ana MS4 Permit further requires that LID Retention BMPs (Infiltration Only or Harvest and Use) be used unless it can be shown that those BMPs are infeasible. Therefore, it is important that your narrative identify and justify if there are any constraints that would prevent the use of those categories of LID BMPs. Similarly, you should also note opportunities that exist which will be utilized during project design. Upon completion of identifying Constraints and Opportunities, include these on your WQMP Site plan in Appendix 1.

Site Optimization

The following questions are based upon Section 3.2 of the WQMP Guidance Document. Review of the WQMP Guidance Document will help you determine how best to optimize your site and subsequently identify opportunities and/or constraints, and document compliance.

Did you identify and preserve existing drainage patterns? If so, how? If not, why?

Yes. In the developed project, flows are directed in the general direction of existing patterns.

Did you identify and protect existing vegetation? If so, how? If not, why?

No, the site has been graded.

Did you identify and preserve natural infiltration capacity? If so, how? If not, why?

No, infiltration rates were tested to be too low for effective infiltration. Seven tests resulted in rates of 0.00, 0.04, 0.10, 0.04, 0.04, 0.11, and 0.12 in/hr.

Did you identify and minimize impervious area? If so, how? If not, why?

Yes. Impervious areas have been minimized to just what is needed for safe travel. The site plan also provides open space areas within the parking lot and around the buildings.

Did you identify and disperse runoff to adjacent pervious areas? If so, how? If not, why?

No, with no infiltration potential, and requirement to reduce surface ponding, the most effective design is to route runoff with the paving areas, and to collect runoff into a system of stormdrain.

Section C: Delineate Drainage Management Areas (DMAs)

Utilizing the procedure in Section 3.3 of the WQMP Guidance Document which discusses the methods of delineating and mapping your project site into individual DMAs, complete Table C.1 below to appropriately categorize the types of classification (e.g., Type A, Type B, etc.) per DMA for your project site. Upon completion of this table, this information will then be used to populate and tabulate the corresponding tables for their respective DMA classifications.

Table C.1 DMA Classifications

DMA Name or ID	Surface Type(s)[1]	Area (AC.)	DMA Type
DMA A	Concrete and Asphalt	1.05	Alternative Treatment
DMA B	Ornamental Landscape	0.18	Alternative Treatment
DMA C	Ornamental Landscape	0.13	Alternative Treatment
DMA D	Concrete and Asphalt	0.08	Alternative Treatment
DMA E	Ornamental Landscape	0.04	Alternative Treatment
DMA W	Concrete and Asphalt	0.77	Alternative Treatment
DMA X	Ornamental Landscape	0.19	Alternative Treatment
DMA Y	Ornamental Landscape	0.17	Alternative Treatment
DMA Z	Concrete and Asphalt	1.11	Alternative Treatment

[1]*Reference Table 2-1 in the WQMP Guidance Document to populate this column*

Table C.2 Type 'A', Self-Treating Areas

DMA Name or ID	Area (Sq. Ft.)	Stabilization Type	Irrigation Type (if any)

Table C.3 Type 'B', Self-Retaining Areas

Self-Retaining Area				**Type 'C' DMAs that are draining to the Self-Retaining Area**		
DMA Name/ ID	Post-project surface type	Area (square feet) [A]	Storm Depth (inches) [B]	DMA Name / ID	[C] from Table C.4 = [C]	Required Retention Depth (inches) [D]
DMA B	Landscape	7917	0.58			
DMA C	Landscape	5537	0.58			
DMA E	Landscape	1606	0.58			
DMA X	Landscape	8402	0.58			
DMA Y	Landscape	7188	0.58			

Table C.4 Type 'C', Areas that Drain to Self-Retaining Areas

DMA					Receiving Self-Retaining DMA		
DMA Name/ ID	Area (square feet) [A]	Post-project surface type	Runoff factor [B]	Product [C] = [A] x [B]	DMA name /ID	Area (square feet) [D]	Ratio [C]/[D]

Table C.5 Type 'D', Areas Draining to BMPs

DMA Name or ID	BMP Name or ID
DMA A	BMP 1A (Underground Storage) & 1B (MWS)
DMA B	BMP 1A (Underground Storage) & 1B (MWS)
DMA C	BMP 1A (Underground Storage) & 1B (MWS)
DMA D	Temp BMP 2 (CPS Unit) Ultimate BMP 3A (underground Storage) & 3B (MWS)
DMA W	BMP 3A (Underground Storage) & 3B (MWS)
DMA X	BMP 3A (Underground Storage) & 3B (MWS)

Note: More than one drainage management area can drain to a single LID BMP, however, one drainage management area may not drain to more than one BMP.

Section D: Implement LID BMPs

D.1 Infiltration Applicability

Is there an approved downstream 'Highest and Best Use' for stormwater runoff (see discussion in Chapter 2.4.4 of the WQMP Guidance Document for further details)? ☐ Y ☒ N

If yes has been checked, Infiltration BMPs shall not be used for the site. If no, continue working through this section to implement your LID BMPs. It is recommended that you contact your Co-Permittee to verify whether or not your project discharges to an approved downstream 'Highest and Best Use' feature.

Geotechnical Report

A Geotechnical Report or Phase I Environmental Site Assessment may be required by the Co-Permittee to confirm present and past site characteristics that may affect the use of Infiltration BMPs. In addition, the Co-Permittee, at their discretion, may not require a geotechnical report for small projects as described in Chapter 2 of the WQMP Guidance Document. If a geotechnical report has been prepared, include it in Appendix 3. In addition, if a Phase I Environmental Site Assessment has been prepared, include it in Appendix 4.

Is this project classified as a small project consistent with the requirements of Chapter 2 of the WQMP Guidance Document? ☐ Y ☒ N

Infiltration Feasibility

Table D.1 below is meant to provide a simple means of assessing which DMAs on your site support Infiltration BMPs and is discussed in the WQMP Guidance Document in Chapter 2.4.5. Check the appropriate box for each question and then list affected DMAs as applicable. If additional space is needed, add a row below the corresponding answer.

Table D.1 Infiltration Feasibility

Does the project site…	YES	NO
…have any DMAs with a seasonal high groundwater mark shallower than 10 feet?		X
If Yes, list affected DMAs:		
…have any DMAs located within 100 feet of a water supply well?		X
If Yes, list affected DMAs:		
…have any areas identified by the geotechnical report as posing a public safety risk where infiltration of stormwater could have a negative impact?		X
If Yes, list affected DMAs:		
…have measured in-situ infiltration rates of less than 1.6 inches / hour?	X	
If Yes, list affected DMAs: **A,B,C,D,E,W,X,Y, & Z**		
…have significant cut and/or fill conditions that would preclude in-situ testing of infiltration rates at the final infiltration surface?		X
If Yes, list affected DMAs: All, in order to raise site out of flood plain significant fill will be required. Refer to the attached letter from ALTA Geotechnical (Appendix 3 and 5).		
…geotechnical report identify other site-specific factors that would preclude effective and safe infiltration?		X
Describe here:		

If you answered "Yes" to any of the questions above for any DMA, Infiltration BMPs should not be used for those DMAs and you should proceed to the assessment for Harvest and Use below.

D.2 Harvest and Use Assessment

Please check what applies*:*

☐ Reclaimed water will be used for the non-potable water demands for the project.

☐Downstream water rights may be impacted by Harvest and Use as approved by the Regional Board (verify with the Co-Permittee).

☐The Design Capture Volume will be addressed using Infiltration Only BMPs. In such a case, Harvest and Use BMPs are still encouraged, but it would not be required if the Design Capture Volume will be infiltrated or evapotranspired.

If any of the above boxes have been checked, Harvest and Use BMPs need not be assessed for the site. If neither of the above criteria applies, follow the steps below to assess the feasibility of irrigation use, toilet use and other non-potable uses (e.g., industrial use).

Irrigation Use Feasibility

Complete the following steps to determine the feasibility of harvesting stormwater runoff for Irrigation Use BMPs on your site:

Step 1: Identify the total area of irrigated landscape on the site, and the type of landscaping used.

Total Area of Irrigated Landscape: 0.3 ac

Type of Landscaping (Conservation Design or Active Turf): Ornimental Landscaping, Swales

Step 2: Identify the planned total of all impervious areas on the proposed project from which runoff might be feasibly captured and stored for irrigation use. Depending on the configuration of buildings and other impervious areas on the site, you may consider the site as a whole, or parts of the site, to evaluate reasonable scenarios for capturing and storing runoff and directing the stored runoff to the potential use(s) identified in Step 1 above.

Total Area of Impervious Surfaces: 1.5 ac

Step 3: Cross reference the Design Storm depth for the project site (see Exhibit A of the WQMP Guidance Document) with the left column of Table 2-3 in Chapter 2 to determine the minimum area of Effective Irrigated Area per Tributary Impervious Area (EIATIA).

Enter your EIATIA factor: 0.79

Step 4: Multiply the unit value obtained from Step 3 by the total of impervious areas from Step 2 to develop the minimum irrigated area that would be required.

Minimum required irrigated area: 1.19 ac

Step 5: Determine if harvesting stormwater runoff for irrigation use is feasible for the project by comparing the total area of irrigated landscape (Step 1) to the minimum required irrigated area (Step 4).

Minimum required irrigated area (Step 4)	Available Irrigated Landscape (Step 1)
1.19 ac	0.3 ac

Toilet Use Feasibility

Complete the following steps to determine the feasibility of harvesting stormwater runoff for toilet flushing uses on your site:

Step 1: Identify the projected total number of daily toilet users during the wet season, and account for any periodic shut downs or other lapses in occupancy:

Projected Number of Daily Toilet Users: 10 (5 per bldg)

Project Type: Commercial

Step 2: Identify the planned total of all impervious areas on the proposed project from which runoff might be feasibly captured and stored for toilet use. Depending on the configuration of buildings and other impervious areas on the site, you may consider the site as a whole, or parts of the site, to evaluate reasonable scenarios for capturing and storing runoff and directing the stored runoff to the potential use(s) identified in Step 1 above.

Total Area of Impervious Surfaces: 1.5 ac

Step 3: Enter the Design Storm depth for the project site (see Exhibit A) into the left column of Table 2-1 in Chapter 2 to determine the minimum number or toilet users per tributary impervious acre (TUTIA).

Enter your TUTIA factor: 132

Step 4: Multiply the unit value obtained from Step 3 by the total of impervious areas from Step 2 to develop the minimum number of toilet users that would be required.

Minimum number of toilet users: 198

Step 5: Determine if harvesting stormwater runoff for toilet flushing use is feasible for the project by comparing the Number of Daily Toilet Users (Step 1) to the minimum required number of toilet users (Step 4).

Minimum required Toilet Users (Step 4)	Projected number of toilet users (Step 1)
198	10

Other Non-Potable Use Feasibility

Are there other non-potable uses for stormwater runoff on the site (e.g. industrial use)? See Chapter 2 of the Guidance for further information. If yes, describe below. If no, write N/A.

N/A

Step 1: Identify the projected average daily non-potable demand, in gallons per day, during the wet season and accounting for any periodic shut downs or other lapses in occupancy or operation.

Average Daily Demand: Projected Average Daily Use (gpd)

Step 2: Identify the planned total of all impervious areas on the proposed project from which runoff might be feasibly captured and stored for the identified non-potable use. Depending on the configuration of buildings and other impervious areas on the site, you may consider the site as a whole, or parts of the site, to evaluate reasonable scenarios for capturing and storing runoff and directing the stored runoff to the potential use(s) identified in Step 1 above.

Total Area of Impervious Surfaces: Insert Area (Acres)

Step 3: Enter the Design Storm depth for the project site (see Exhibit A) into the left column of Table 2-3 in Chapter 2 to determine the minimum demand for non-potable uses per tributary impervious acre.

Enter the factor from Table 2-3: Enter Value

Step 4: Multiply the unit value obtained from Step 4 by the total of impervious areas from Step 3 to develop the minimum number of gallons per day of non-potable use that would be required.

Minimum required use: Minimum use required (gpd)

Step 5: Determine if harvesting stormwater runoff for other non-potable use is feasible for the project by comparing the Number of Daily Toilet Users (Step 1) to the minimum required number of toilet users (Step 4).

Minimum required non-potable use (Step 4)	**Projected average daily use (Step 1)**
Minimum use required (gpd)	Projected Average Daily Use (gpd)

If Irrigation, Toilet and Other Use feasibility anticipated demands are less than the applicable minimum values, Harvest and Use BMPs are not required and you should proceed to utilize LID Bioretention and Biotreatment, unless a site-specific analysis has been completed that demonstrates technical infeasibility as noted in D.3 below.

D.3 Bioretention and Biotreatment Assessment

Other LID Bioretention and Biotreatment BMPs as described in Chapter 2.4.7 of the WQMP Guidance Document are feasible on nearly all development sites with sufficient advance planning.

Select one of the following:

X LID Bioretention/Biotreatment BMPs will be used for some or all DMAs of the project as noted below in Section D.4 (note the requirements of Section 3.4.2 in the WQMP Guidance Document).

☐ A site-specific analysis demonstrating the technical infeasibility of all LID BMPs has been performed and is included in Appendix 5. If you plan to submit an analysis demonstrating the technical infeasibility of LID BMPs, request a pre-submittal meeting with the Copermittee to discuss this option. Proceed to Section E to document your alternative compliance measures.

D.4 Feasibility Assessment Summaries

From the Infiltration, Harvest and Use, Bioretention and Biotreatment Sections above, complete Table D.2 below to summarize which LID BMPs are technically feasible, and which are not, based upon the established hierarchy.

Table D.2 LID Prioritization Summary Matrix

DMA Name/ID	LID BMP Hierarchy				No LID (Alternative Compliance)
	1. Infiltration	2. Harvest and use	3. Bioretention	4. Biotreatment	
DMA A	☐	☐	☐	☐	☒
DMA B	☐	☐	☐	☐	☒
DMA C	☐	☐	☐	☐	☒
DMA D	☐	☐	☐	☐	☒
DMA E	☐	☐	☐	☐	☒
DMA W	☐	☐	☐	☐	☒
DMA X	☐	☐	☐	☐	☒
DMA Y	☐	☐	☐	☐	☒
DMA Z	☐	☐	☐	☐	☒

For those DMAs where LID BMPs are not feasible, provide a brief narrative below summarizing why they are not feasible, include your technical infeasibility criteria in Appendix 5, and proceed to Section E below to document Alternative Compliance measures for those DMAs. Recall that each proposed DMA must pass through the LID BMP hierarchy before alternative compliance measures may be considered.

Due to proximity to the airport, and as confirmed through the ALUC process, the site cannot have surface ponding for fear of nesting areas that may lead to bird strike. Therefore, bio-retention was not a treatment option. Further, the site has no infiltration potential. As such, modular wetland systems have been chosen to treat the site runoff. See appendix 5 for detail.

D.5 LID BMP Sizing

Each LID BMP must be designed to ensure that the Design Capture Volume will be addressed by the selected BMPs. First, calculate the Design Capture Volume for each LID BMP using the V_{BMP} worksheet in Appendix F of the LID BMP Design Handbook. Second, design the LID BMP to meet the required V_{BMP} using a method approved by the Co-Permittee. Utilize the worksheets found in the LID BMP Design Handbook or consult with your Co-Permittee to assist you in correctly sizing your LID BMPs. Complete Table D.3 below to document the Design Capture Volume and the Proposed Volume for each LID BMP. Provide the completed design procedure sheets for each LID BMP in Appendix 6. You may add additional rows to the table below as needed.

Table D.3 DCV Calculations for LID BMPs

DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type	Effective Impervious Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*BMP1 - Underground Storage 1A pumped to BMP 1B*		
	[A]		[B]	[C]	[A] x [C]			
A	*45764*	*Concrete/Roof*	*1*	*0.89*	*40822*	*Design Storm Depth (in)*	*Design Capture Volume, V_{BMP} (cubic feet)*	*Proposed Volume on Plans (cubic feet)*
B	*7917*	*Landscape*	*0.1*	*0.11*	*875*			
C	*5537*	*Landscape*	*0.1*	*0.11*	*612*			
	$A_T = \Sigma[A]$				$\Sigma = [D]$	0.58	2045	***11065***

[B], [C] is obtained as described in Section 2.3.1 of the WQMP Guidance Document

[E] is obtained from Exhibit A in the WQMP Guidance Document

[G] is obtained from a design procedure sheet, such as in LID BMP Design Handbook and placed in Appendix 6

DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type	Effective Impervious Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*Temporary - BMP 2 CPS Unit (see flow based)* *Ultimate – BMP 3 - Underground Storage 3A pumped to BMP 3B*		
	[A]		[B]	[C]	[A] x [C]			
D	*3677*	*Concrete*	*1*	*.89*	*3280*	*Design Storm Depth (in)*	*Design Capture Volume, V_{BMP} (cubic feet)*	*Proposed Volume on Plans (cubic feet)*
E	*1606*	*Landscape*	*0.1*	*0.11*	*177*			
	$A_T = \Sigma[A]$				$\Sigma = [D]$	0.58	167	***11065***

DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type	Effective Impervious Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*BMP3 - Underground Storage 3A pumped to BMP 3B*		
	[A]		[B]	[C]	[A] x [C]			
W	*33630*	*Concrete/Roof*	*1*	*.89*	*29998*	*Design Storm Depth (in)*	*Design Capture Volume, V_{BMP} (cubic feet)*	*Proposed Volume on Plans (cubic feet)*
X	*8402*	*Landscape*	*0.1*	*0.11*	*928*			
	A_T = Σ[A]				Σ= [D]	0.58	1495	***7177***

Design of the site is not based on Vbmp but will provide treatment through Modular Wetland Systems. Thus, Qbmp is the design factor used. Refer to Appendix 6 for calculations.

Section E: Alternative Compliance (LID Waiver Program)

LID BMPs are expected to be feasible on virtually all projects. Where LID BMPs have been demonstrated to be infeasible as documented in Section D, other Treatment Control BMPs must be used (subject to LID waiver approval by the Co-Permittee). Check one of the following Boxes:

☐ LID Principles and LID BMPs have been incorporated into the site design to fully address all Drainage Management Areas. No alternative compliance measures are required for this project and thus this Section is not required to be completed.

- Or -

☒ The following Drainage Management Areas are unable to be addressed using LID BMPs. A site-specific analysis demonstrating technical infeasibility of LID BMPs has been approved by the Co-Permittee and included in Appendix 5. Additionally, no downstream regional and/or sub-regional LID BMPs exist or are available for use by the project. The following alternative compliance measures on the following pages are being implemented to ensure that any pollutant loads expected to be discharged by not incorporating LID BMPs, are fully mitigated.

Entire Project Site (DMA's A-E, and W-Z)

Due to proximity to the airport, and as confirmed through the ALUC process, the site cannot have surface ponding for fear of nesting areas that may lead to bird strike. Therefore, bio-retention was not a treatment option. Further, the site has no infiltration potential. As such, modular wetland systems have been chosen to treat the site runoff. See appendix 5 for detail.

E.1 Identify Pollutants of Concern

Utilizing Table A.1 from Section A above which noted your project's receiving waters and their associated EPA approved 303(d) listed impairments, cross reference this information with that of your selected Priority Development Project Category in Table E.1 below. If the identified General Pollutant Categories are the same as those listed for your receiving waters, then these will be your Pollutants of Concern and the appropriate box or boxes will be checked on the last row. The purpose of this is to document compliance and to help you appropriately plan for mitigating your Pollutants of Concern in lieu of implementing LID BMPs.

Table E.1 Potential Pollutants by Land Use Type

Priority Development Project Categories and/or Project Features (check those that apply)	General Pollutant Categories							
	Bacterial Indicators	Metals	Nutrients	Pesticides	Toxic Organic Compounds	Sediments	Trash & Debris	Oil & Grease
☐ Detached Residential Development	P	N	P	P	N	P	P	P
☐ Attached Residential Development	P	N	P	P	N	P	P	P(2)
☒ Commercial/Industrial Development	P(3)	P	P(1)	P(1)	P(5)	P(1)	P	P
☐ Automotive Repair Shops	N	P	N	N	P(4, 5)	N	P	P
☐ Restaurants (>5,000 ft²)	P	N	N	N	N	N	P	P

☐	Hillside Development (>5,000 ft^2)	P	N	P	P	N	P	P	P
☐	Parking Lots (>5,000 ft^2)	P[6]	P	P[1]	P[1]	P[4]	P[1]	P	P
☐	Retail Gasoline Outlets	N	P	N	N	P	N	P	P
Project Priority Pollutant(s) of Concern		☐	☒	☒	☒	☒	☐	☒	☒

P = Potential

N = Not Potential

[1] A potential Pollutant if non-native landscaping exists or is proposed onsite; otherwise not expected

[2] A potential Pollutant if the project includes uncovered parking areas; otherwise not expected

[3] A potential Pollutant is land use involving animal waste

[4] Specifically petroleum hydrocarbons

[5] Specifically solvents

[6] Bacterial indicators are routinely detected in pavement runoff

E.2 Stormwater Credits

Projects that cannot implement LID BMPs but nevertheless implement smart growth principles are potentially eligible for Stormwater Credits. Utilize Table 3-8 within the WQMP Guidance Document to identify your Project Category and its associated Water Quality Credit. If not applicable, write N/A.

Table E.2 Water Quality Credits

Qualifying Project Categories	Credit Percentage[2]
N/A	
Total Credit Percentage[1]	

[1]*Cannot Exceed 50%*
[2]*Obtain corresponding data from Table 3-8 in the WQMP Guidance Document*

E.3 Sizing Criteria

After you appropriately considered Stormwater Credits for your project, utilize Table E.3 below to appropriately size them to the DCV, or Design Flow Rate, as applicable. Please reference Chapter 3.5.2 of the WQMP Guidance Document for further information.

Table E.3 Treatment Control BMP Sizing

DMA Type /ID	**DMA Area (square feet)**	**Post-Project Surface Type**	**Effective Imp. Fraction, I_f**	**DMA Runoff Factor**	**DMA Area x Runoff Factor**	***BMP 1 – MWS***			
	[A]		[B]	[C]	[A] x [C]				
A	45765	Concrete & Asphalt	1.0	.89	40822	*Design Intensity (in/hr)*	*Minimum Design Flow Rate (cfs)*	*Total Storm Water Credit % Reduction*	*Proposed Flow on Plans (cfs)*
B	7917	Landscape	0.1	.11	875				
C	5537	Landscape	0.1	.11	612				
	59219				42309	0.2	0.2		0.2

DMA Type /ID	DMA Area (square feet)	Post-Project Surface Type	Effective Imp. Fraction, I_f	DMA Runoff Factor	DMA Area x Runoff Factor	*BMP 3 – MWS*			
	[A]		[B]	[C]	[A] x [C]				
W	33630	Concrete & Asphalt	1.0	.89	29998				
X	8402	Landscape	0.1	.11	928				
D	3677	Concrete & Asphalt	1.0	.89	3280				
E	1606	Landscape	0.1	.11	177				
						Design Intensity (in/hr)	*Minimum Design Flow Rate (cfs)*	*Total Storm Water Credit % Reduction*	*Proposed Flow on Plans (cfs)*
	47315				34383	0.2	0.2		0.2

DMA Type /ID	DMA Area (square feet)	Post-Project Surface Type	Effective Imp. Fraction, I_f	DMA Runoff Factor	DMA Area x Runoff Factor	*BMP 2 – Temporary Filter Insert - Flogard*			
	[A]		[B]	[C]	[A] x [C]				
W	33630	Concrete & Asphalt	1.0	.89	29998				
X	8402	Landscape	0.1	.11	928				
						Design Intensity (in/hr)	*Minimum Design Flow Rate (cfs)*	*Total Storm Water Credit % Reduction*	*Proposed Flow on Plans (cfs)*
	42032				30926	0.2	0.1		2.7

DMA Type /ID	DMA Area (square feet)	Post-Project Surface Type	Effective Imp. Fraction, I_f	DMA Runoff Factor	DMA Area x Runoff Factor	*BMP 4 – County STD 313 FCTD – CPS Screen (pre-treatment only)*			
	[A]		[B]	[C]	[A] x [C]				
Z	48229	Concrete & Asphalt	1.0	.89	43020				
Y	7188	Landscape	0.1	.11	794				
						Design Intensity (in/hr)	*Minimum Design Flow Rate (cfs)*	*Total Storm Water Credit % Reduction*	*Proposed Flow on Plans (cfs)*
	55417				43814	0.2	0.2		0.2+

[B], [C] is obtained as described in Section 2.3.1 from the WQMP Guidance Document
[E] is obtained from Exhibit A in the WQMP Guidance Document
[G] is for Flow-Based Treatment Control BMPs [G] = 43,560, for Volume-Based Control Treatment BMPs, [G] = 12
[H] is from the Total Credit Percentage as Calculated from Table E.2 above
[I] as obtained from a design procedure sheet from the BMP manufacturer and should be included in Appendix 6

E.4 Treatment Control BMP Selection

Treatment Control BMPs typically provide proprietary treatment mechanisms to treat potential pollutants in runoff, but do not sustain significant biological processes. Treatment Control BMPs must have a removal efficiency of a medium or high effectiveness as quantified below:

- **High**: equal to or greater than 80% removal efficiency
- **Medium**: between 40% and 80% removal efficiency

Such removal efficiency documentation (e.g., studies, reports, etc.) as further discussed in Chapter 3.5.2 of the WQMP Guidance Document, must be included in Appendix 6. In addition, ensure that proposed Treatment Control BMPs are properly identified on the WQMP Site Plan in Appendix 1.

Table E.4 Treatment Control BMP Selection

Selected Treatment Control BMP Name or ID[1]	Priority Pollutant(s) of Concern to Mitigate[2]	Removal Efficiency Percentage[3]
BMPs 1B & 3B – Modular Wetland Systems	Metals, Nutrients, Pesticides, Solvents, Trash & Debris, & Oil & Grease	TSS-89%, Total Phosphorus-61%, Nitrogen-23%, Total Copper-50%, Total Dissolved Copper-37%, Total Zinc-66%, Dissolved Zinc-60%, Motor Oil-79%
BMP 2 & 4 – CPS Unit CB Inserts	Trash & Debris	Trash & Debris 80%+

[1] *Treatment Control BMPs must not be constructed within Receiving Waters. In addition, a proposed Treatment Control BMP may be listed more than once if they possess more than one qualifying pollutant removal efficiency.*
[2] *Cross Reference Table E.1 above to populate this column.*
[3] *As documented in a Co-Permittee Approved Study and provided in Appendix 6.*

Section F: Hydromodification

F.1 Hydrologic Conditions of Concern (HCOC) Analysis

Once you have determined that the LID design is adequate to address water quality requirements, you will need to assess if the proposed LID Design may still create a HCOC. Review Chapters 2 and 3 (including Figure 3-7) of the WQMP Guidance Document to determine if your project must mitigate for Hydromodification impacts. If your project meets one of the following criteria which will be indicated by the check boxes below, you do not need to address Hydromodification at this time. However, if the project does not qualify for Exemptions 1, 2 or 3, then additional measures must be added to the design to comply with HCOC criteria. This is discussed in further detail below in Section F.2.

HCOC EXEMPTION 1: The Priority Development Project disturbs less than one acre. The Co-Permittee has the discretion to require a Project-Specific WQMP to address HCOCs on projects less than one acre on a case by case basis. The disturbed area calculation should include all disturbances associated with larger common plans of development.

Does the project qualify for this HCOC Exemption? ☐ Y ☒ **N**

If Yes, HCOC criteria do not apply.

HCOC EXEMPTION 2: The volume and time of concentration[1] of storm water runoff for the post-development condition is not significantly different from the pre-development condition for a 2-year return frequency storm (a difference of 5% or less is considered insignificant) using one of the following methods to calculate:

- Riverside County Hydrology Manual
- Technical Release 55 (TR-55): Urban Hydrology for Small Watersheds (NRCS 1986), or derivatives thereof, such as the Santa Barbara Urban Hydrograph Method
- Other methods acceptable to the Co-Permittee

Does the project qualify for this HCOC Exemption? ☐ Y ☒ **N**

If Yes, report results in Table F.1 below and provide your substantiated hydrologic analysis in Appendix 7.

Table F.1 Hydrologic Conditions of Concern Summary

	2 year – 24 hour		
	Pre-condition	**Post-condition**	**% Difference**
Time of Concentration	INSERT VALUE	INSERT VALUE	INSERT VALUE
Volume (Cubic Feet)	INSERT VALUE	INSERT VALUE	INSERT VALUE

[1] Time of concentration is defined as the time after the beginning of the rainfall when all portions of the drainage basin are contributing to flow at the outlet.

HCOC EXEMPTION 3: All downstream conveyance channels to an adequate sump (for example, Prado Dam, Lake Elsinore, Canyon Lake, Santa Ana River, or other lake, reservoir or naturally erosion resistant feature) that will receive runoff from the project are engineered and regularly maintained to ensure design flow capacity; no sensitive stream habitat areas will be adversely affected; or are not identified on the Co-Permittees Hydromodification Sensitivity Maps.

Does the project qualify for this HCOC Exemption? ☐ Y ☒ **N**

If Yes, HCOC criteria do not apply and note below which adequate sump applies to this HCOC qualifier:

INSERT TEXT HERE

F.2 HCOC Mitigation

If none of the above HCOC Exemption Criteria are applicable, HCOC criteria is considered mitigated if they meet one of the following conditions:

a. Additional LID BMPS are implemented onsite or offsite to mitigate potential erosion or habitat impacts as a result of HCOCs. This can be conducted by an evaluation of site-specific conditions utilizing accepted professional methodologies published by entities such as the California Stormwater Quality Association (CASQA), the Southern California Coastal Water Research Project (SCCRWP), or other Co-Permittee approved methodologies for site-specific HCOC analysis.

b. The project is developed consistent with an approved Watershed Action Plan that addresses HCOC in Receiving Waters.

c. Mimicking the pre-development hydrograph with the post-development hydrograph, for a 2-year return frequency storm. Generally, the hydrologic conditions of concern are not significant, if the post-development hydrograph is no more than 10% greater than pre-development hydrograph. In cases where excess volume cannot be infiltrated or captured and reused, discharge from the site must be limited to a flow rate no greater than 110% of the pre-development 2-year peak flow.

Note: This project is located within the Riverside County HCOC Exemption area as presented in the Riverside Co Geodatabse approved April 20, 2017. See Map in Appendix 7.

Section G: Source Control BMPs

Source control BMPs include permanent, structural features that may be required in your 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. The MEP standard typically requires both types of BMPs. In general, Operational BMPs cannot be substituted for a feasible and effective permanent BMP. Using the Pollutant Sources/Source Control Checklist in Appendix 8, review the following procedure to specify Source Control BMPs for your site:

1. ***Identify Pollutant Sources*:** Review Column 1 in the Pollutant Sources/Source Control Checklist. Check off the potential sources of Pollutants that apply to your site.

2. ***Note Locations on Project-Specific WQMP Exhibit*:** Note the corresponding requirements listed in Column 2 of the Pollutant Sources/Source Control Checklist. Show the location of each Pollutant source and each permanent Source Control BMP in your Project-Specific WQMP Exhibit located in Appendix 1.

3. ***Prepare a Table and Narrative*:** Check off the corresponding requirements listed in Column 3 in the Pollutant Sources/Source Control Checklist. In the left column of Table G.1 below, list each potential source of runoff Pollutants on your site (from those that you checked in the Pollutant Sources/Source Control Checklist). In the middle column, list the corresponding permanent, Structural Source Control BMPs (from Columns 2 and 3 of the Pollutant Sources/Source Control Checklist) used to prevent Pollutants from entering runoff. **Add additional narrative** in this column that explains any special features, materials or methods of construction that will be used to implement these permanent, Structural Source Control BMPs.

4. ***Identify Operational Source Control BMPs:*** To complete your table, refer once again to the Pollutant Sources/Source Control Checklist. List in the right column of your table the Operational BMPs that should be implemented as long as the anticipated activities continue at the site. Co-Permittee stormwater ordinances require that applicable Source Control BMPs be implemented; the same BMPs may also be required as a condition of a use permit or other revocable Discretionary Approval for use of the site.

Table G.1 Permanent and Operational Source Control Measures

Potential Sources of Runoff pollutants	Permanent Structural Source Control BMPs	Operational Source Control BMPs
A. On site storm drain inlets	Mark all inlets with "Only Rain Down the Storm Drain".	Maintain markings and provide info to owners. Add Language to lease agreements to prevent tenants from allowing discharges to storm drain.
B. Interior Floor Drains	To be connected to Sewer	Inspect and maintain drains
D2. Landscaping	Preserve existing native trees, shrubs, and ground cover to the maximum extent possible. Design landscaping to minimize irrigation and runoff, to promote	Maintain landscaping using minimum or no pesticides. See applicable operational BMPs in "What you should know for…..Landscape and Gardening"

	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.	at http://rcflood.org/stormwater/ Provide IPM information to new owners, lessees and operators.
F. Food Service	Grease interceptors to be placed before sanitary sewer. Cleaning areas to be designated and routed to grease interceptor.	Educate employees and tenants. Cleaning to be routed to floor drains, designated sinks, or dry methods to be used for cleaning. Handle and dispose of grease and cooking oil properly. Maintain inspection and pumping records. Report Spills. Clean trash areas.
G. Refuse Area	Trash enclosures to be built per City of Perris Standards with Signs noting "Do not dump Hazardous Materials"	Trash enclosures to be built per City of Perris Standards. A regular inspection and maintenance program to be required by tenants/owner.
P. Parking Lots		Sweep plazas, sidewalks, and parking lots regularly to prevent accumulation of litter and debris. Collect debris from pressure washing to prevent entry into the storm drain system. Collect washwater containing any cleaning agent or degreaser and discharge to the sanitary sewer not to a storm drain.

Section H: Construction Plan Checklist

Populate Table H.1 below to assist the plan checker in an expeditious review of your project. The first two columns will contain information that was prepared in previous steps, while the last column will be populated with the corresponding plan sheets. This table is to be completed with the submittal of your final Project-Specific WQMP.

Table H.1 Construction Plan Cross-reference

BMP No. or ID	BMP Identifier and Description	Corresponding Plan Sheet(s)

Note that the updated table — or Construction Plan WQMP Checklist — is **only a reference tool** to facilitate an easy comparison of the construction plans to your Project-Specific WQMP. Co-Permittee staff can advise you regarding the process required to propose changes to the approved Project-Specific WQMP.

Section I: Operation, Maintenance and Funding

The Co-Permittee will periodically verify that Stormwater BMPs on your site are maintained and continue to operate as designed. To make this possible, your Co-Permittee will require that you include in Appendix 9 of this Project-Specific WQMP:

1. A means to finance and implement facility maintenance in perpetuity, including replacement cost.
2. Acceptance of responsibility for maintenance from the time the BMPs are constructed until responsibility for operation and maintenance is legally transferred. A warranty covering a period following construction may also be required.
3. An outline of general maintenance requirements for the Stormwater BMPs you have selected.
4. Figures delineating and designating pervious and impervious areas, location, and type of Stormwater BMP, and tables of pervious and impervious areas served by each facility. Geo-locating the BMPs using a coordinate system of latitude and longitude is recommended to help facilitate a future statewide database system.
5. A separate list and location of self-retaining areas or areas addressed by LID Principles that do not require specialized O&M or inspections but will require typical landscape maintenance as noted in Chapter 5, pages 85-86, in the WQMP Guidance. Include a brief description of typical landscape maintenance for these areas.

Your local Co-Permittee will also require that you prepare and submit a detailed Stormwater BMP Operation and Maintenance Plan that sets forth a maintenance schedule for each of the Stormwater BMPs built on your site. An agreement assigning responsibility for maintenance and providing for inspections and certification may also be required.

Details of these requirements and instructions for preparing a Stormwater BMP Operation and Maintenance Plan are in Chapter 5 of the WQMP Guidance Document.

Maintenance Mechanism: Property Owners Association

Will the proposed BMPs be maintained by a Home Owners' Association (HOA) or Property Owners Association (POA)?

☒ Y ☐ N

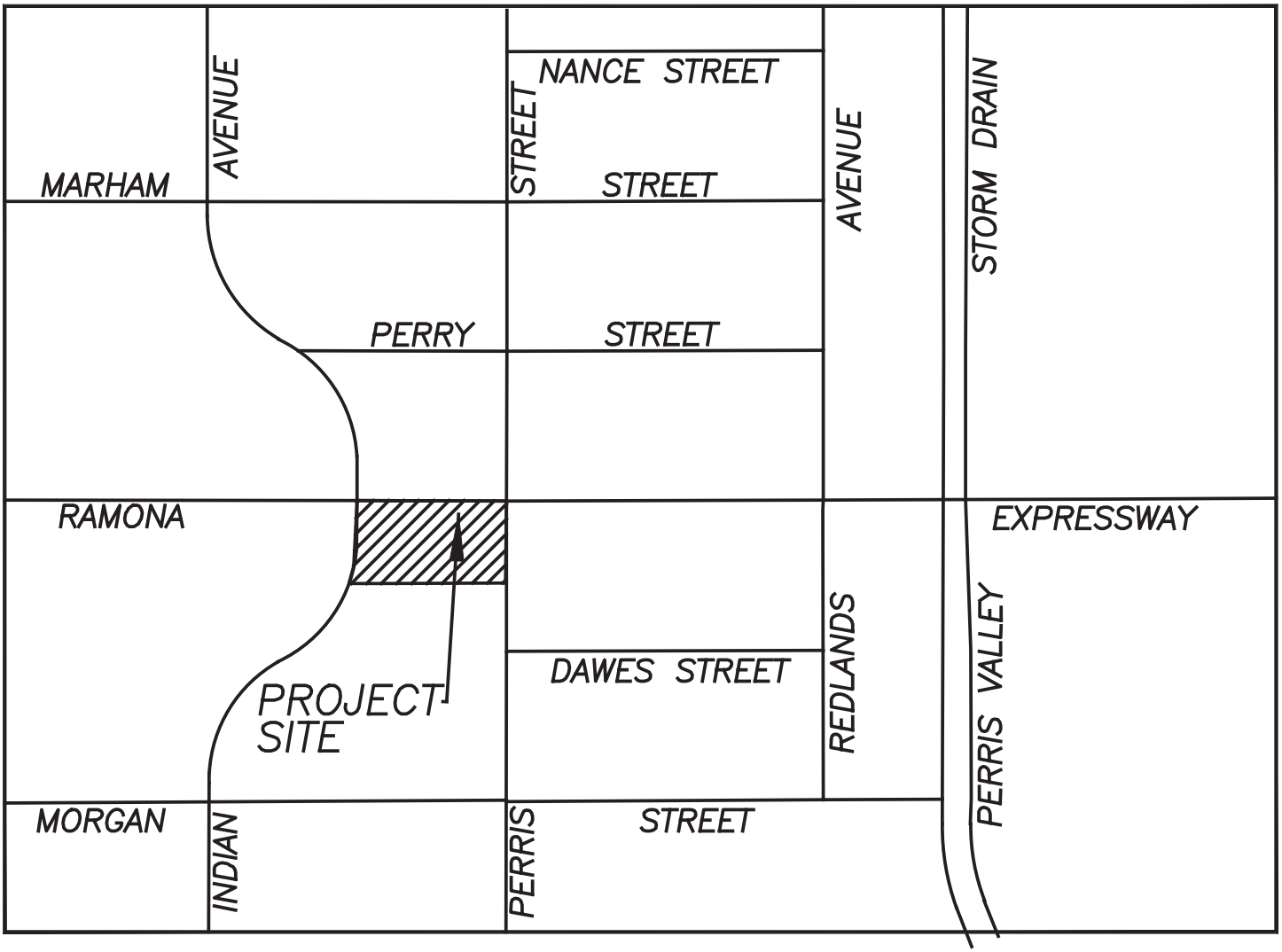
Include your Operation and Maintenance Plan and Maintenance Mechanism in Appendix 9. Additionally, include all pertinent forms of educational materials for those personnel that will be maintaining the proposed BMPs within this Project-Specific WQMP in Appendix 10.

To be provided at FWQMP. It is proposed that AutoZone will be a phase 1 tenant to the Owner and the Responsible Charge person will be the owner or designated Property Management designated person. The following is the current Owner:

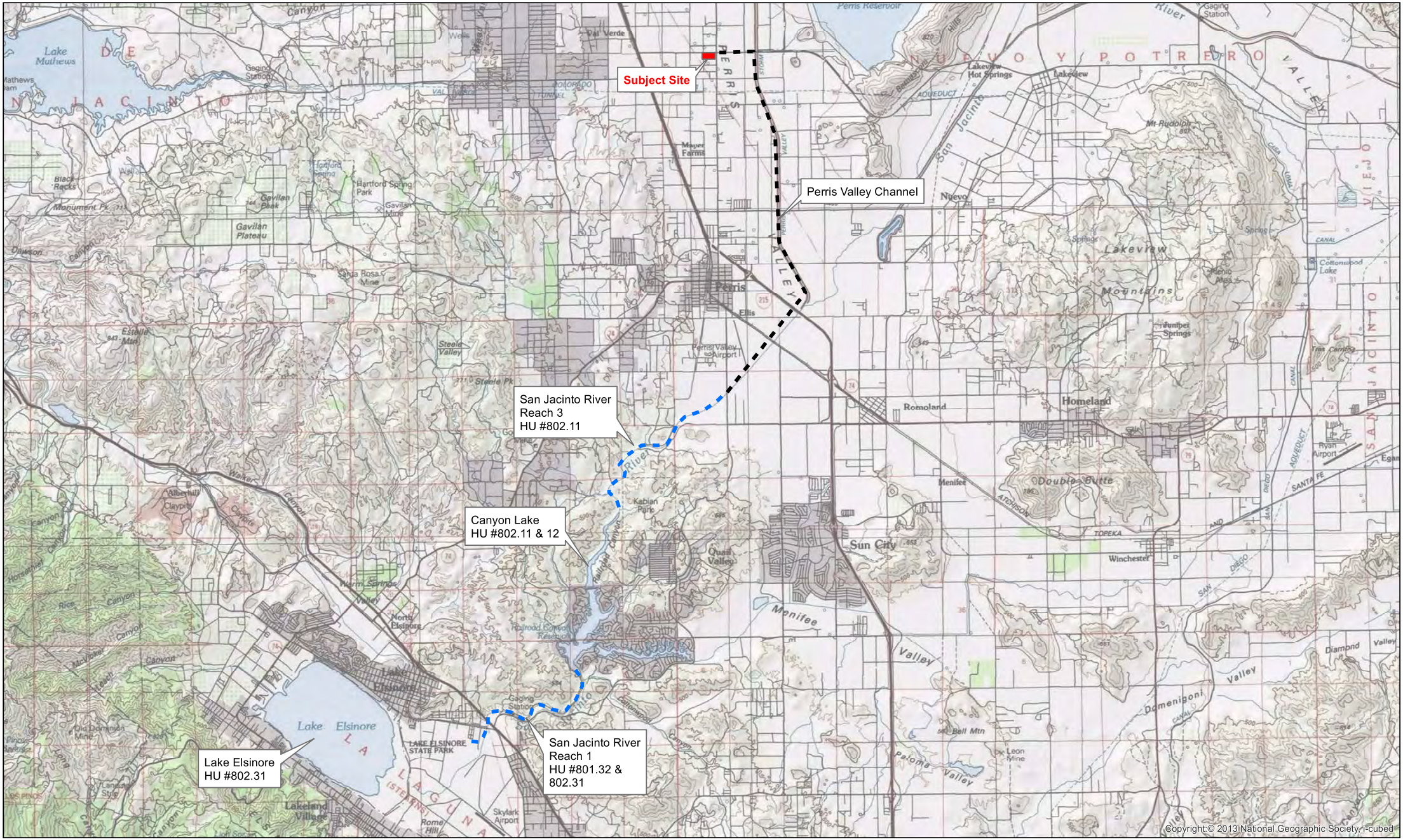
PR Partners, LLC
c/o Lars Anderson
11601 Wilshire Blvd, Suite 2110
Los Angeles, CA 90025

Appendix 1: Maps and Site Plans

Location Map, WQMP Site Plan and Receiving Waters Map



VICINITY MAP



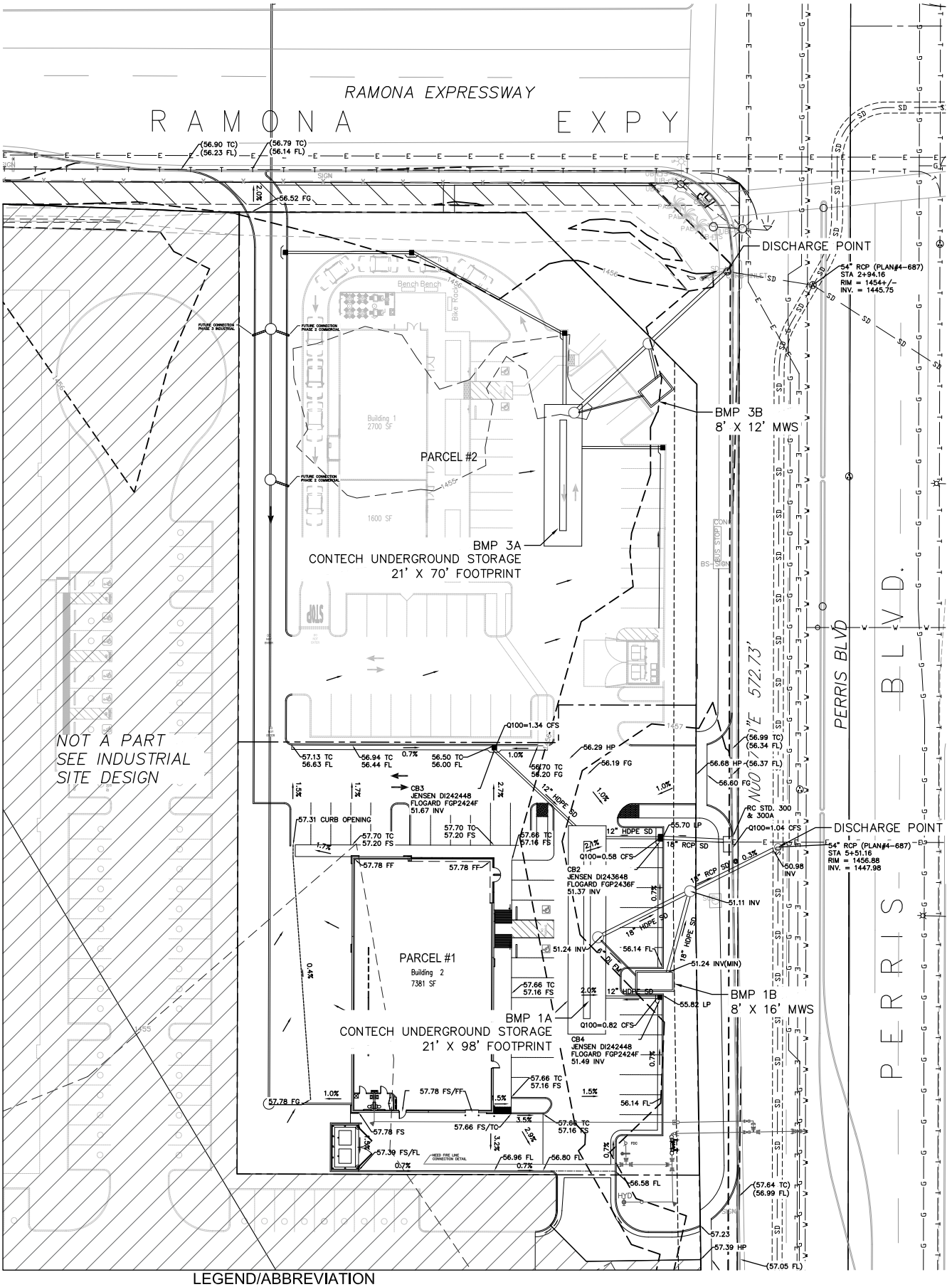
SWC - Ramona & Perris

Perris, California

0 1.5 Miles

united engineering group

Vicinity Map / Receiving Waters Map



LEGEND/ABBREVIATION

CF	CURB FACE	TC	TOP OF CURB
FG	FINISH GRADE	TG	TOP OF GRATE
FF	FINISHED FLOOR	SD	STORM DRAIN
FL	FLOW LINE	℄	PROPERTY LINE
GB	GRADE BREAK		
HP	HIGH POINT	TYP.	TYPICAL
INV	INVERT		EXISTING FIRE HYDRANT
LP	LOW POINT		WATER VALVE
R/W	RIGHT-OF-WAY	W	WATER METER
2%	DIRECTION OF DRAINAGE/GRADE	1425	EXISTING CONTOUR

FLOOD/DRAINGE NOTE:
THERE ARE NO POINTS OF RUN-ON. SEE PROJECT DRAINAGE REPORT FOR DETAILS

BGR NO. XXXXXX WDID: XXXXXX

30' 15' 0' 30'
GRAPHIC SCALE: 1"=30'

SEAL-ENGINEER
REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER F. LENZ
NO. 63001
EXP. 6/30/26
CIVIL
STATE OF CALIFORNIA

ueg
united engineering group
8885 Haven Avenue - Suite 195
Rancho Cucamonga, CA 91730
Phone: 909.466.9240
www.unitedeng.com

PREPARED UNDER THE DIRECTION OF:
CHRISTOPHER F. LENZ 63001
DATE: _____ REGISTRATION EXPIRES 6-30-26

BENCH MARK:
BOLT AND WASHER ILLEGIBLE, AT THE CENTERLINE INTERSECTION OF MARKHAM STREET AND PERRIS BOULEVARD. RIVERSIDE COUNTY BENCHMARK NUMBER BM-CSA4 AND RCM81.

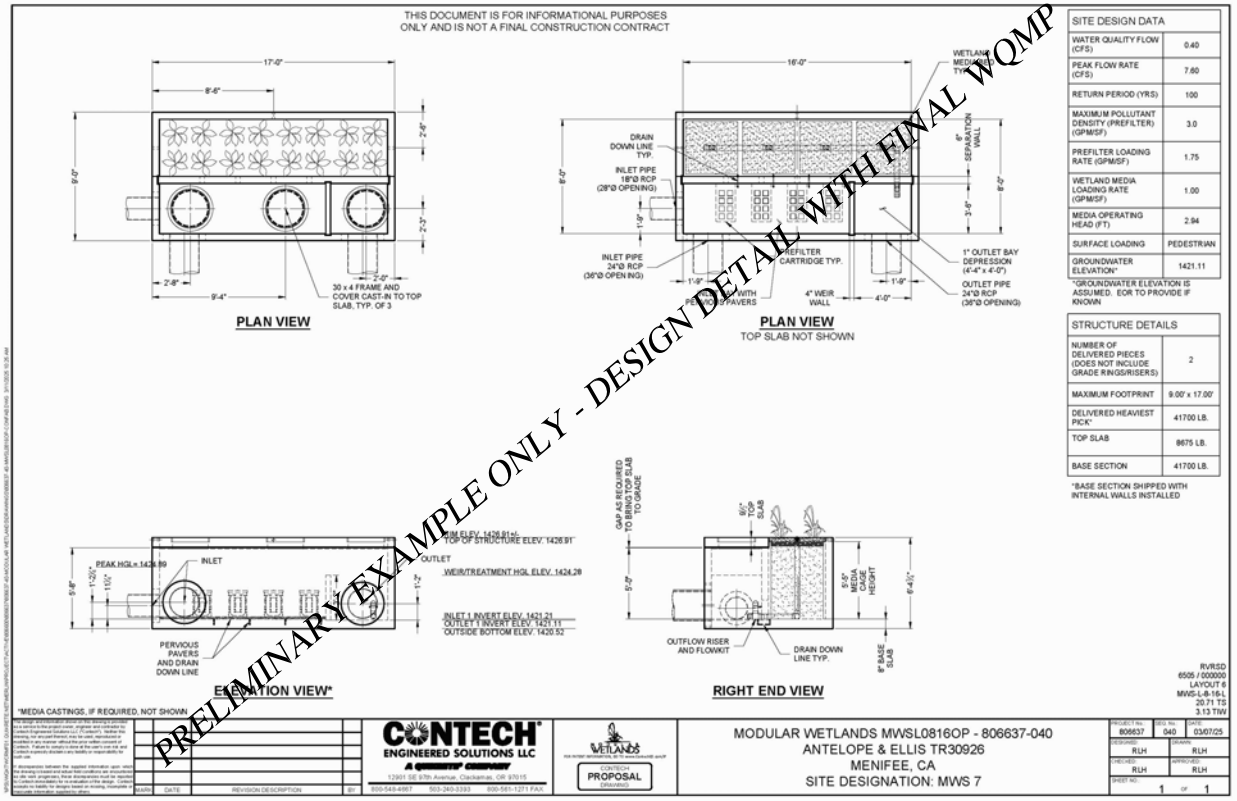
ELEVATION 1455.224

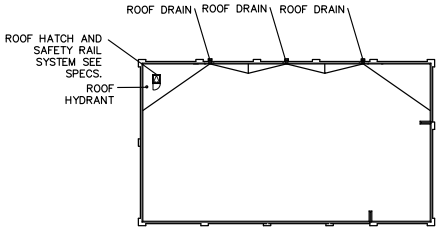
I.P. No. XXXXXX
PERRIS CA, 92571

MASTER POST CONSTRUCTION BMP SITE PLAN
EXPRESSWAY COMMERCE CENTER
MM 25-00007
SITE DESIGN PLAN

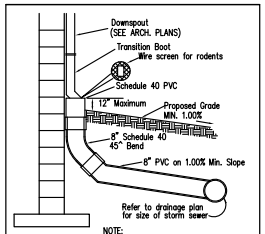
SHEET NO. 1 OF 5 SHEETS

FOR: PACIFIC DEVELOPMENT PARTNERS, LLC | W.O. | CITY FILE NO. MM 25-00007

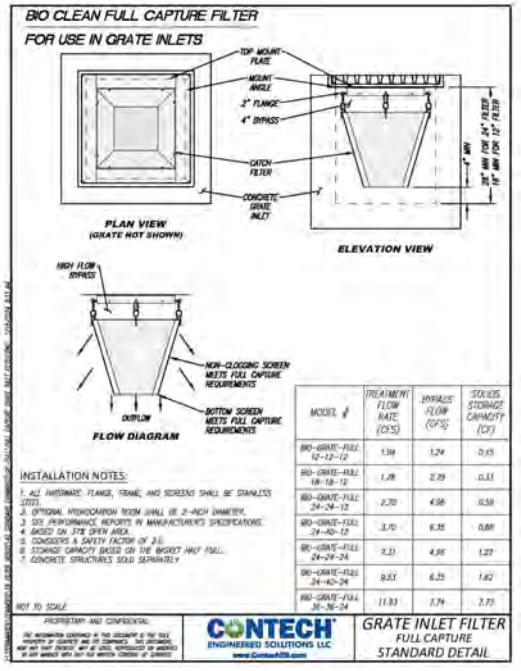


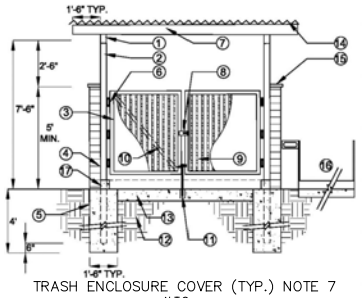


ROOF DRAIN LOCATION DETAIL
NTS



21 DOWNSPOUT DETAIL





TRASH ENCLOSURE COVER (TYP.) NOTE 7
N.T.S.

TRASH ENCLOSRE COVER NOTES:
1. 4-INCH X 6-INCH METAL BEAM POWDER COATED
2. 4-INCH X 4-INCH TUBULAR STEEL POST. SET POST FLUSH TO WALL. GROUT FILL POST SOLID. PAINT WITH 2 COATS ZINC PRIMER & 2 COATS SATIN FINISH PAINT.
3. GATE FRAME CONTINUOUS. ATTACH GATE FRAME TO STEEL POST WITH 3 HEAVY DUTY HINGES. CONTRACTOR SHALL SUPPLY SHOP DRAWINGS FOR APPROVAL PRIOR TO CONSTRUCTION.
4. CMU WALL / REFER TO STRUCTURAL ENGINEERS SPECIFICATIONS FOR REINFORCEMENT.
5. CONCRETE FOOTING / REFER TO STRUCTURAL ENGINEERS SPECIFICATIONS FOR REINFORCEMENT.
6. HEAVY DUTY HINGES.
7. METAL TRELLIS POWDER COATED (OR 2 COATS ZINC PRIMER & 2 COATS SATIN FINISH PAINT); COLOR TO BE SELECTED /REFER TO SHOP DRAWINGS FOR ROOF FRAMING.
8. 3-INCH X 8-INCH X 1/4-INCH THICK GALVANIZED STEEL SJOP PLATE AND LOCKABLE KEEPER. WELD TO GATE FRAME - AS SHOWN / CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL.
9. MINI-V-BEAM 26 GAUGE WITH ENDURA CLAD FINISH AS MANUFACTURED BY ASC PACIFIC INC, OR APPROVED EQUAL. SPOT WELD TO ANGLE FRAME (CONTRACTOR TO SUBMIT SHOP DRAWINGS).
10. 9-INCH X 1/2-INCH GALVANIZED STEEL DIAGONAL CROSS BRACE / FILLET WELD TO FRAME AND SPOT WELD TO MINI-V-BEAM (AT BACK OF GATE).
11. HEAVY DUTY DROP CRANE BOLT. ATTACH TO GATE FRAME. SET 1-6 INCHES LONG X 1-INCH O.D. GALVANIZED PIPE SLEEVE TO ACCEPT BOLT. 'STANLY' CD 10009-18 INCHES OR APPROVED EQUAL.
12. COMPACTED SUBGRADE PER GEOTECHNICAL REPORT.
13. 6-INCH THICK PCC CONCRETE PAD WITH 6 X 6 X 10 WWM.
14. METAL ROOF: CORRUGATED STEEL - BERRIDGE LEAD-COPE STRAIGHT S-DECK / INSTALL PER MANUFACTURERS SPECIFICATIONS.
15. 8-INCH X 2-INCH X 16-INCH CMU CAP TO MATCH WALL COLOR.
16. DISABLED ACCESSIBLE RAMP AND HANDRAIL IF REQUIRED.
17. CONCRETE CURB
NOTES
A. CONCRETE FOOTING TO ACHIEVE 4300 PSI @ 28 DAYS.
B. TRASH BINS - SIZE AND NUMBER AS REQUIRED BY CITY.

TYPICAL CATCH BASIN STENCIL
NTS

BGR NO. XXXXXX WDID: XXXXXX

SEAL–ENGINEER
REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER F. LENZ NO. 63001 EXP. 6/30/26 CIVIL STATE OF CALIFORNIA

ueg united engineering group
8885 Haven Avenue - Suite 195
Rancho Cucamonga, CA 91730
Phone: 909.466.9240
www.unitedeng.com

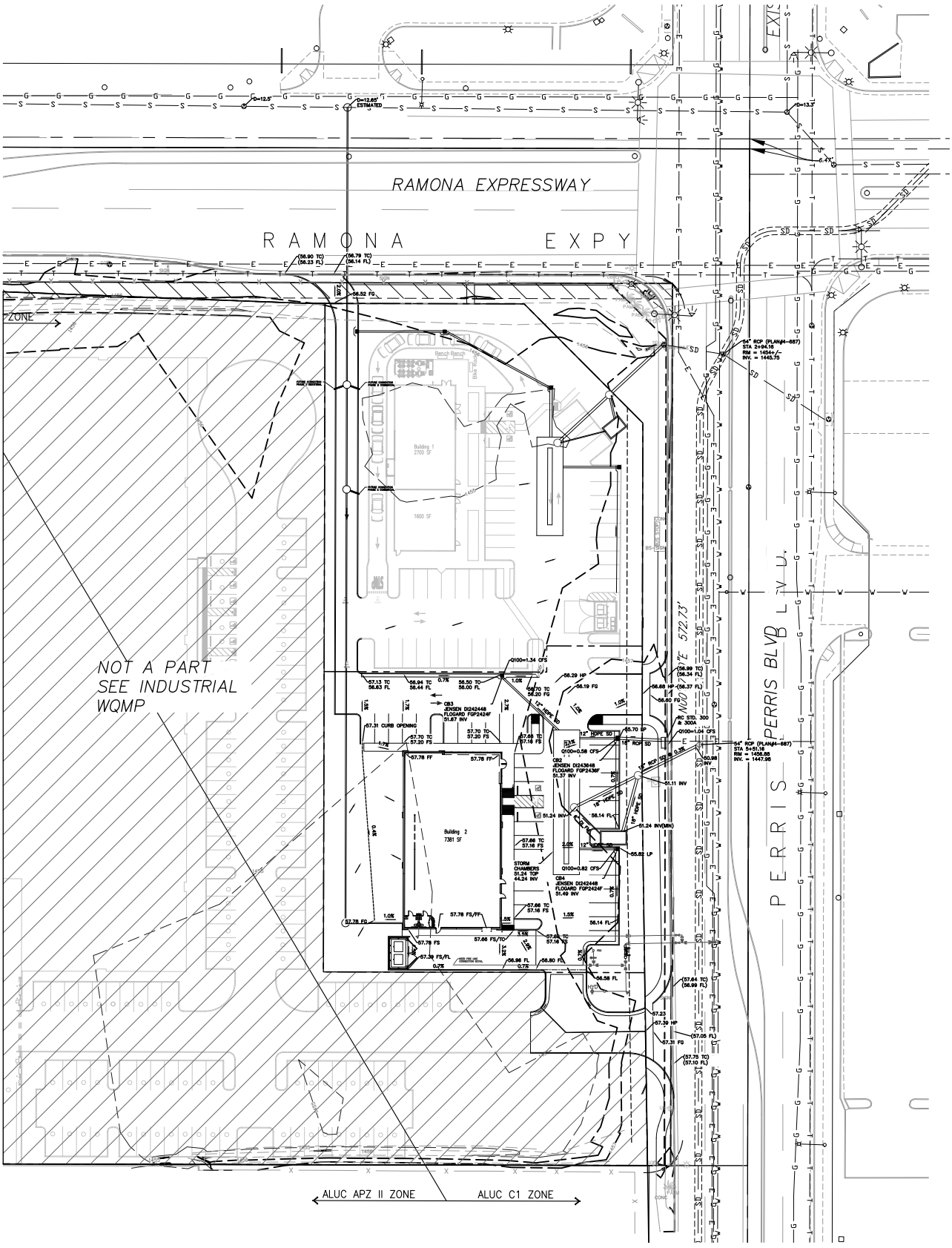
PREPARED UNDER THE DIRECTION OF:
CHRISTOPHER F. LENZ 63001
DATE: _____ REGISTRATION EXPIRES 6-30-26

BENCH MARK:
BOLT AND WASHER ILLEGIBLE, AT THE CENTERLINE INTERSECTION OF MARKHAM STREET AND PERRIS BOULEVARD. RIVERSIDE COUNTY BENCHMARK NUMBER BM-CSA4 AND RCM81.
ELEVATION 1455.224

I.P. No. XXXXXX
PERRIS CA, 92571
MASTER POST CONSTRUCTION BMP SITE PLAN
EXPRESSWAY COMMERCE CENTER
MM 25-00007
DETAILS AND SECTIONS

SHEET NO. 2 OF 5 SHEETS

FOR: PACIFIC DEVELOPMENT PARTNERS, LLC | W.O. | CITY FILE NO. *MM 25–00007*



LEGEND/ABBREVIATION

CF	CURB FACE
FG	FINISH GRADE
FF	FINISHED FLOOR
FL	FLOW LINE
GB	GRADE BREAK
HP	HIGH POINT
INV	INVERT
LP	LOW POINT
R/W	RIGHT-OF-WAY
P=XX.X	PAD ELEVATION
FF=XX.X	FINISH FLOOR ELEVATION
2%	DIRECTION OF DRAINAGE/GRADE

TC	TOP OF CURB
TG	TOP OF GRATE
SD	STORM DRAIN
℄	PROPERTY LINE
PED.	PEDESTRIAN
TYP.	TYPICAL
	EXISTING FIRE HYDRANT
	WATER VALVE
W	WATER METER
	STREET LIGHT
	PROPOSED STORM DRAIN LINE
1425	EXISTING CONTOUR

30' 15' 0' 30'
GRAPHIC SCALE: 1"=30'

BGR NO. XXXXXX WDID: XXXXXX

SEAL-ENGINEER
REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER F. LENZ
NO. 63001
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STATE OF CALIFORNIA

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PREPARED UNDER THE DIRECTION OF:
CHRISTOPHER F. LENZ 63001
DATE: _____ REGISTRATION EXPIRES 6-30-26

BENCH MARK:
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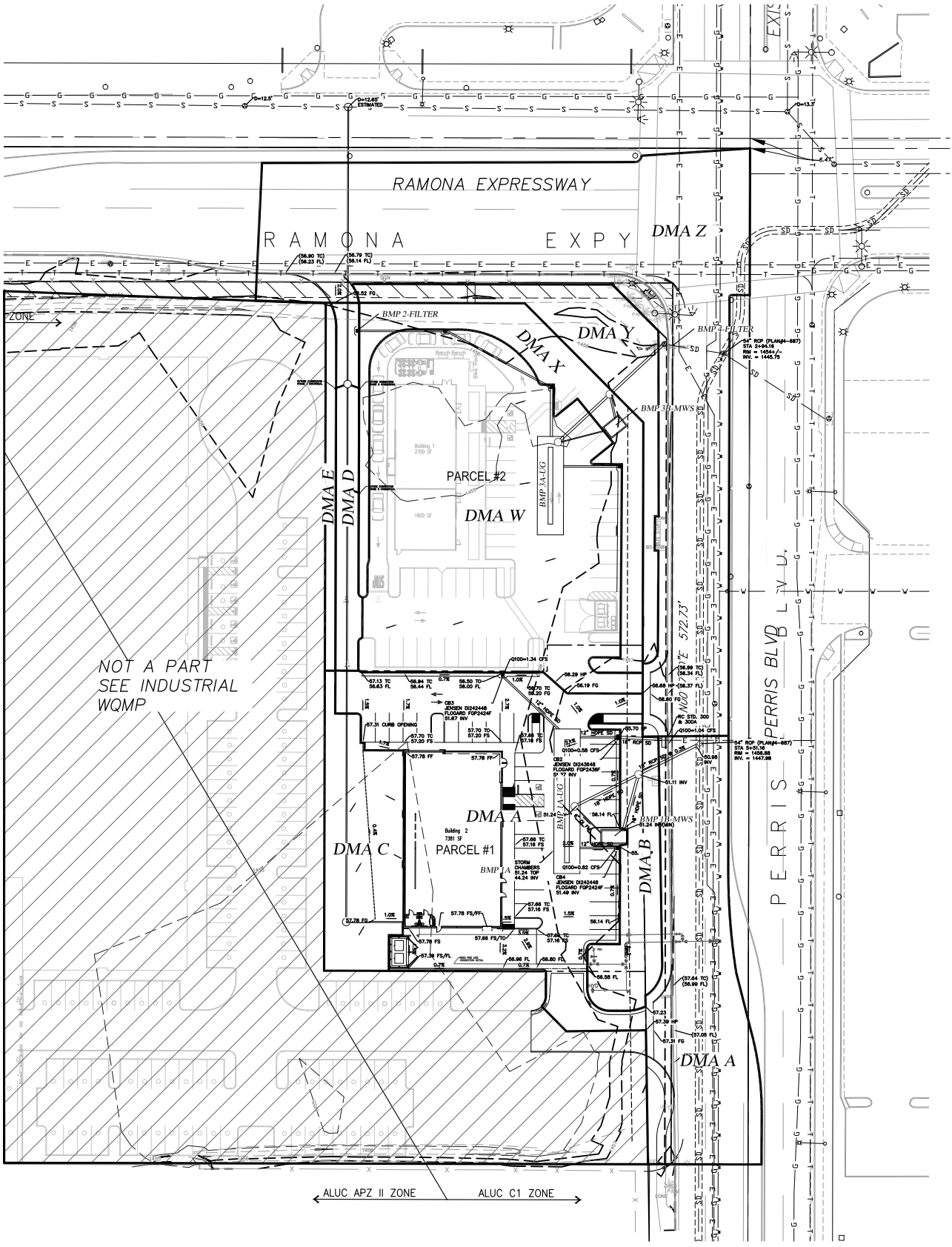
ELEVATION 1455.224

I.P. No. XXXXXX
PERRIS CA, 92571
MASTER POST CONSTRUCTION BMP SITE PLAN
EXPRESSWAY COMMERCE CENTER
MM 25-00007
PRIVATE STORM DRAIN PLAN

SHEET NO. 3 OF 5 SHEETS

FOR: PACIFIC DEVELOPMENT PARTNERS, LLC
W.O.
CITY FILE NO. MM 25-00007



LEGEND/ABBREVIATION

CF	CURB FACE	TC	TOP OF CURB
FG	FINISH GRADE	TG	TOP OF GRATE
FF	FINISHED FLOOR	SD	STORM DRAIN
FL	FLOW LINE	PL	PROPERTY LINE
GB	GRADE BREAK	PED.	PEDESTRIAN
HP	HIGH POINT	TYP.	TYPICAL
INV	INVERT		EXISTING FIRE HYDRANT
LP	LOW POINT		WATER VALVE
R/W	RIGHT-OF-WAY	W	WATER METER
P=XX.X	PAD ELEVATION		STREET LIGHT
FF=XX.X	FINISH FLOOR ELEVATION		PROPOSED STORM DRAIN LINE
2%	DIRECTION OF DRAINAGE/GRADE	1425	EXISTING CONTOUR

PARCEL	DMA	AREA [AC]	2YR 24HR FLOW [CFS] – QBMP	[CF] – VBMP	BMP
#1	A	1.05	0.2	2,045	1A
	B	0.18			1B
	C	0.13			
#2	D	0.08	0.1	167	2
	E	0.04			
	W	0.77	0.1	1,495	3A
	X	0.19			3B
ROW	Y	0.17	0.2	2,118	4
	Z	1.11			

BMP	DESCRIPTION
1A	CONTECH UNDERGROUND STORAGE 21'x98' FOOTPRINT
1B	CONTECH 8'x16' MODULAR WETLAND SYSTEM
2	FLOGARD CATCH BASIN FILTER INSERT (PRE-TREATMENT ONLY)
3A	CONTECH UNDERGROUND STORAGE 21'x70' FOOTPRINT
3B	CONTECH 8'x12' MODULAR WETLAND SYSTEM
4	COUNTY STD. 313 FCTD-OPS SCREEN (PRE-TREATMENT ONLY)

30' 15' 0' 30'
GRAPHIC SCALE: 1"=30'

BGR NO. XXXXXX WDID: XXXXXX

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PREPARED UNDER THE DIRECTION OF:
CHRISTOPHER F. LENZ 63001
DATE: _____ REGISTRATION EXPIRES 6-30-26

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ELEVATION 1455.224

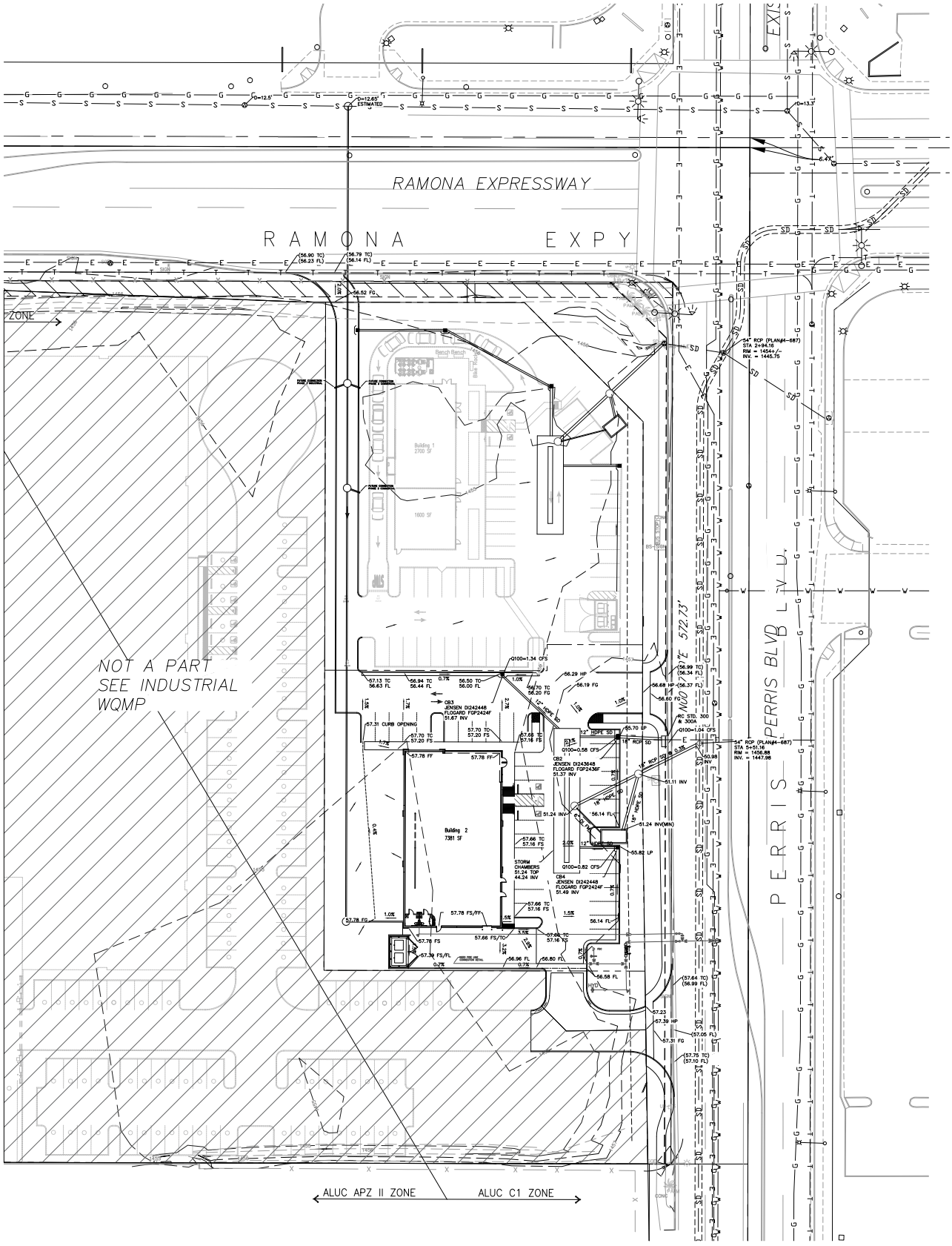
I.P. No. XXXXXX
PERRIS CA, 92571
MASTER POST CONSTRUCTION BMP SITE PLAN
EXPRESSWAY COMMERCE CENTER
MM 25-00007
WQMP - DMA MAP

SHEET NO. 4 OF 5 SHEETS

FOR: PACIFIC DEVELOPMENT PARTNERS, LLC | W.O. | CITY FILE NO. MM 25-00007

Appendix 2: Construction Plans

Grading and Drainage Plans



LEGEND/ABBREVIATION

CF	CURB FACE	TC	TOP OF CURB
FG	FINISH GRADE	TG	TOP OF GRATE
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HP	HIGH POINT	TYP.	TYPICAL
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R/W	RIGHT-OF-WAY	W	WATER METER
P=XX.X	PAD ELEVATION		STREET LIGHT
FF=XX.X	FINISH FLOOR ELEVATION		PROPOSED STORM DRAIN LINE
2%	DIRECTION OF DRAINAGE/GRADE	1425	EXISTING CONTOUR

20' 10' 0' 20'
GRAPHIC SCALE: 1"=20'

BGR NO. XXXXXX WDID: XXXXXX

SEAL-ENGINEER

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CHRISTOPHER F. LENZ
NO. 63001
EXP. 6/30/26
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STATE OF CALIFORNIA

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PREPARED UNDER THE DIRECTION OF:

CHRISTOPHER F. LENZ 63001

DATE: _____ REGISTRATION EXPIRES 6-30-26

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ELEVATION 1455.224

DPR XX-XXXXX I.P. No. XXXXXX
PERRIS CA, 92571

SWC RAMONA & PERRIS
DPR XX-XXXXX
SITE DESIGN PLAN

SHEET NO. 1 OF 1 SHEETS

FOR: PACIFIC DEVELOPMENT PARTNERS, LLC | W.O. | CITY FILE NO. DPR XX-XXXXX

Appendix 3: Soils Information

Geotechnical Study and Other Infiltration Testing Data

GEOTECHNICAL UPDATE & PERCOLATION TEST REPORT

WAREHOUSE BUILDING SOUTHWEST CORNER OF RAMONA EXPRESSWAY & PERRIS BOULEVARD PERRIS, CALIFORNIA

GEOCON
WEST, INC.
GEOTECHNICAL
ENVIRONMENTAL
MATERIALS

PREPARED FOR

PACIFIC DEVELOPMENT PARTNERS, LLC
SAN JUAN CAPISTRANO, CALIFORNIA

APRIL 28, 2020
PROJECT NO. T2400-22-02

GEOCON
WEST, INC.
GEOTECHNICAL ■ ENVIRONMENTAL ■ MATERIALS

Project No. T2400-22-02
April 28, 2020

Pacific Development Partners, LLC
30220 Rancho Viejo Road, Suite B
San Juan Capistrano, California 92675

Attention: Mr. Lars Anderson

Subject: GEOTECHNICAL UPDATE & PERCOLATION TEST REPORT
WAREHOUSE BUILDING
SOUTHWEST CORNER OF
RAMONA EXPRESSWAY & PERRIS BOULEVARD
PERRIS, CALIFORNIA

Dear Mr. Anderson:

In accordance with your authorization of Proposal No. IE-2431, Geocon West Inc. (Geocon) herein submits the results of our geotechnical update and percolation test results for the subject site. The accompanying report presents the results of our study, and the conclusions and recommendations pertaining to the geotechnical aspects of the proposed warehouse building. The site is considered suitable for proposed development, provided the recommendations of this report are followed.

Should you have questions regarding this report, or if we may be of further service, please contact the undersigned at your convenience.

Very truly yours,

GEOCON WEST, INC.

Luke C. Weidman
GIT 891

Andrew T. Shoashekan
EIT 151871

Lisa A. Battiato
CEG 2316

Mehrab Jesmani
PhD, PE 81452

LW:ATS:LAB:MJ:hd

(e-mail) Addressee

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Appendix 4: Historical Site Conditions

Phase I Environmental Site Assessment or Other Information on Past Site Use

Krazan & ASSOCIATES, INC.
GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

March 26, 2020 Project No. 024-20017

Mr. Ron Recht
PR Partners, LLC
30220 Rancho Viejo Road, Suite B
San Juan Capistrano, California 92675
rar@pdpllc.net

RE: Revised Phase I Environmental Site Assessment
155 Ramona Expressway
APN: 303-060-20
15.15 Acres
Perris, California

Dear Mr. Recht:

Krazan & Associates, Inc., (Krazan) completed a Phase I Environmental Site Assessment at the referenced site summarized in a report dated March 26, 2020. We appreciate the opportunity to serve your environmental due diligence needs. During the course of this assessment, Krazan identified no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in conjunction with the subject site as defined by ASTM E 1527-13. However, the following Potential Area of Concern (PAOC) was identified and presented below:

- According to Krazan's review of historical aerial photographs, the subject site was in agricultural use with row crops as early as 1938 and included a rural dwelling with outbuildings within the northwest portion of the subject site as early as 1949. Krazan's experience with similar properties has shown that in some cases property owners installed USTs in the vicinity of structures for their convenience. During Krazan's site reconnaissances that were conducted in 2006 (previous Phase I ESA) and during this March 2020 site reconnaissance, no obvious evidence (vent pipes, fill pipes, dispensers, etc.) of USTs was noted within the areas observed. Additionally, no records of USTs were identified on file with the local regulatory agencies for the subject site. USTs utilized for the storage of fuel on rural and agricultural properties historically have been exempt from requirements for registration with regulatory agencies. Therefore, in spite of the standard research conducted in the course of this assessment, the presence or absence of undocumented USTs at the subject site is unknown. However, based upon the lack of indications of USTs during the site reconnaissance's, a city demolition permit record for 1996 issued for a structure at the subject site, and the lack of historical or current regulatory knowledge regarding USTs at the subject site, the potential for subsurface features such as unregistered USTs to be present at the subject site appears to be low. According to the property owner, should a UST be discovered during subsequent redevelopment and construction on the subject site, it will be properly removed in accordance with applicable State and local guidelines.

If you have any questions regarding the information presented in this report, please call me at (661) 837-9200.

Respectfully Submitted:
KRAZAN & ASSOCIATES, INC.

William R. Cooper, P.G. 7427
Environmental Manager

WRC/mlt

REVISED PHASE I ENVIRONMENTAL SITE ASSESSMENT
155 RAMONA EXPRESSWAY
APN: 303-060-20 (15.15 ACRES)
PERRIS, CALIFORNIA

Pursuant to ASTM E 1527-13

Project No. 024-20017
March 26, 2020

Prepared for:
Mr. Ron Recht
PR Partners, LLC
30220 Rancho Viejo Road, Suite B
San Juan Capistrano, California 92675
(949) 481-0463

Prepared by:
Krazan & Associates, Inc.
2205 Coy Avenue
Bakersfield, California 93307
(661) 837-9200

Krazan & ASSOCIATES, INC.
SITE DEVELOPMENT ENGINEERS

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March 26, 2020 Project No. 024-20017

REVISED PHASE I ENVIRONMENTAL SITE ASSESSMENT
155 RAMONA EXPRESSWAY
APN: 303-060-20 (15.15 ACRES)
PERRIS, CALIFORNIA

1.0 EXECUTIVE SUMMARY

Krazan & Associates, Inc. (Krazan) has conducted a Phase I Environmental Site Assessment (ESA) of the Property at 155 Ramona Expressway APN 303-060-20, 15.15 Acres, in the Perris, California (subject site). It is incumbent upon the user to read this Phase I ESA report in its entirety. If not otherwise defined within the text of this report, please refer to the Glossary of Terms Section following the References Section for definitions of terms and acronyms utilized within this Phase I ESA report. Krazan conducted the Phase I ESA of the subject site in conformance with the American Society for Testing and Materials (ASTM) E 1527-05 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* This Phase I ESA constitutes all appropriate inquiry (AAI) designed to identify recognized environmental conditions (RECs) in connection with the previous ownership and uses of the subject site as defined by ASTM E 1527-13.

ASTM E 1527-13 Section 1.1.1 *Recognized Environmental Conditions* – In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify recognized environmental conditions. The term recognized environmental conditions means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions.

During the course of this assessment, Krazan identified no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in conjunction with the subject site as defined by ASTM E-1527-13. However, a Potential Area of Concern (PAOC) was identified related to the historical agricultural farm setting and possibility for on-site fuel storage which is discussed in Section 8.0 of this report.

Appendix 5: LID Infeasibility

LID Technical Infeasibility Analysis

Low-Impact Development. In recent years, Riverside County has focused on Low-Impact Development (LID), which includes techniques to filter, store and retain runoff on-site. LID BMPs retain runoff to optimize infiltration/recharge, and many promote the use of vegetation to provide for the uptake of pollutants. Although LID BMPs can provide environmental, economic and community benefits, they can retain
attract hazardous wildlife
aircraft operations and must be considered with caution within the AIA.

N/A - site infiltration too low

N/A - site infiltration too low

N/A - no demand

N/A - site infiltration too low

N/A - site infiltration too low

Aviation-Specific Stor
edges that project-related
factors, such as soil types
structability, etc. United S
and FAA have identified
be considered during BMP design and incorporated to make most BMPs less attractive to wildlife (Table 2).

ADAPTIVE MEASURES

When open water detention ponds must be used within the AIA, the ponds may be equipped with bird balls, floating covers, nets, or overhead wires to cover open water and discourage use by hazardous wildlife. For example, concrete basins are unlikely to attract wildlife, and pond liners can prevent the development of hydrophytic vegetation. These technologies must be used with caution and only in areas

Infiltration trenches detain water for brief periods. This
tre

Per Paul we are Zone B, but also stated that anything below 30' does not trigger a BASH study.

Bioretention facilities can provide food and shelter for potentially hazardous wildlife, but may be suitable with modification.

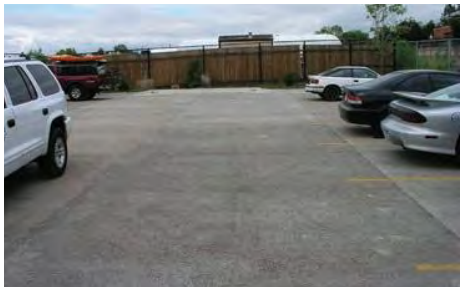
Table 1. Structural Best Management Practices (BMPs) and Compatibility in an Airport Influence Area (AIA)

BMP	Compatibility within the AIA
Infiltration trenches Recommended	■ Suitable because water accumulates below ground surface. ■ Vegetation must be selected and reviewed by a FAA-qualified Airport Wildlife Hazard Biologist (qualified biologist) to discourage wildlife.
Permeable Pavement Recommended	Does not include water storage. Appropriate for parking lots and other paved surfaces that are not high-traffic areas.
Harvest and Use (RWH) Recommended	Suitable as long as water is stored in enclosed areas.
Sand Filter Basins Recommended	Desirable because standing water is treated through an underdrain system.
Vegetated Filter Strips and Vegetated Swales Recommended	Desirable because neither BMP involves ponded water. However, vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Water Quality Inlets Recommended	Desirable because they do not provide ponded water. Associated vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Infiltration Basins Not recommended without Modification. Suitable only if design addresses wildlife hazards	■ Unsuitable in ALUCP Compatibility Zone A. ■ Suitable in Zones B and C with appropriate modifications, such as: Drawdown within 48 hours or manufactured cover to prevent view and availability of open water; and absence of landscape or landscaping approved by a qualified biologist. ■ Steep slopes (steeper than 3:1).
Bioretention Facilities Not Recommended without Modification (also known as rain gardens bioretention basins, infiltration basins, landscaped filter basins)	Although bioretention can mask open water, BMP is not recommended for airports based on its potential to provide food, water, and shelter for hazardous wildlife. ■ Unsuitable in Compatibility Zone A. ■ Potentially suitable in Zones B and C only when small in size (e.g., parking islands, site entrances, planter boxes, etc.) and when vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist. ■ Potentially suitable in Zones D and E when basin is less than 30 feet in length/width; and vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Extended Detention Basin Not Recommended	■ Unsuitable in Zones A through C. ■ Should be avoided in Zones D and E. If necessary, modify detention period to provide no visible water within 48 hours, provide steep slopes (1:1), provide hardscape for walls and sides; and do not provide vegetation within or adjacent to the pond.

Small bioretention facilities that provide sparse vegetation may be suitable in an aviation environment.

Extended detention basins are frequently used to serve both water quality management and to provide amenities. These basins hold water and would not be appropriate within an AIA because of the open water.

Sand filter at the base of the bioswale promotes infiltration.



Porous pavements allow water to infiltrate to a soil layer below the surface.

Adaptive measures such as liners, a concrete basin, and overhead wire grid can make extended detention strategies less attractive to hazardous wildlife.

Infiltration basins with rock bottoms are less attractive to birds because they mask water and do not provide vegetation.

Vegetated bioswales improve water quality and prevent water accumulation. However, dense and tall vegetation may be attractive to hazardous wildlife.

STORMWATER BEST MANAGEMENT PRACTICES

Riverside County and its incorporated cities require water quality/stormwater management controls for development and redevelopment projects. The Riverside Conservation District has prepared a separate Water Quality Management Plan for each watershed in the County that identifies treatment control Best Management Practices (BMPs) for improving water quality and managing stormwater volumes/flows following the design storm (i.e., 24-hour storm). Structural BMPs identified in Riverside County guidance and their compatibility within the AIA are summarized in **Table 1**.

ADDITIONAL RESOURCES/MORE INFORMATION:

- Riverside County Flood Control and Water Conservation District, Water Quality Management Webpage. Available at: http://rcflood.org/npdes.
- FAA Advisory Circular 150/5200-33, "Wildlife Hazard Attractants On and Near Airports": https://www.faa.gov/documentLibrary/media/advisory_circular/150-5200-33B/150_5200_33b.pdf.
- Airport Cooperative Research Program, Balancing Airport Stormwater and Bird Hazard Management: https://www.nap.edu/login.php?action=guest&record_id=22216.

Table 2. Recommended Measures to Reduce Wildlife Attraction Associated with Stormwater BMPs

BMP Characteristic	Recommended Design Measure
Exposed Surface Water • Especially attractive to waterfowl, shorebirds, and flocking birds. • Provides source for drinking and nest building. • More attractive when constructed near other open water features or ponds.	• Reduce availability by providing 48-hour drawdown following a design storm (i.e., 24-hour storm). • Cover using bird balls. • Consider earth-bottom culverts, French drains, trench covers, and underground storage options. • Avoid within 8 km (5 miles) of other open water features or facilities.
Vegetation and Landscaping • Provides food. • Tall vegetation provides shelter and nesting opportunities. • Diverse vegetation attracts more diverse wildlife.	• Eliminate vegetation (concrete banks, steep slopes, etc.). • If necessary, provide a monoculture or decreased diversity. • Never use species that provide a food source (seeds, berries, nuts, and drupes). • Provide regular maintenance to prevent seeding and shelter.
Aspect/Geometry • Slopes can provide opportunities for nesting and loafing.	Avoid or reduce available shoreline: • Implement narrow, linear trenches rather than open water or regular circles as pond shapes. • Create steep slopes (<3:1). • Avoid irregular shapes for basins. • Avoid vegetation.

WHAT YOU CAN DO:

Airport operators, developers and communities must work together to manage stormwater in the airport vicinity to reduce hazards to air travelers and the public while addressing site-specific challenges.

- Identify whether your project is near an airport and in an AIA or critical area. (http://www.rcaluc.org/Plans/New-Compatibility-Plan).
- Work with the airport operator, ALUC, and city/county staff to identify an acceptable water quality management strategy.
- Contact the applicable airport to review your stormwater plans or request plan review by a FAA-qualified wildlife biologist. The form is available at: http://www.rcaluc.org/Portals/0/PDFGeneral/form/Wildlife%20Attractants%20-%20FAA%20Review.pdf.

Mead & Hunt

AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

GUIDANCE FOR PROPOSED PROJECTS IN AN AIRPORT INFLUENCE AREA

Riverside County includes diverse topography and is home to three watersheds and a portion of the Salton Sea, an important stop along the Pacific Flyway for migrating bird species. The County's arid climate makes water quality management and water conservation paramount.

The County is also the home to Palm Springs International Airport, 12 public use general aviation airports, and the March Air Reserve Base, whose operations can be challenged by the presence of hazardous wildlife such as raptors, water-fowl, doves/pigeons, gulls, flocking birds, and mammals (coyote and deer). Since 1990, more than 150 wildlife strikes with aircraft have occurred in Riverside County, some of which have led to substantial aircraft damage. Most strikes occur at low altitude (less than 3,500 feet above runway height). Much of the geographic area associated with these altitudes coincides with an Airport Influence Area (AIA) as defined in the Riverside County Airport Land Use Compatibility Plan (ALUCP).

AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

The Federal Aviation Administration (FAA) identifies stormwater management facilities on and near airports as one of the greatest attractants to hazardous wildlife. Many species are attracted to open water features and associated vegetation that offers water, food, and shelter. The FAA warns against the construction of new open water bodies or mitigation sites within 10,000 feet of aircraft movement areas and within 5 miles of approach/departure surfaces (FAA Advisory Circular 150/5200-33B).

Remains of an owl ingested by an aircraft engine.

Riverside County
Airport Land Use Commission

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

July 16, 2020

Kenneth Phung, Project Planner
City of Perris Planning Department
135 N. D Street
Perris CA 92570

CHAIR
Russell Betts
Desert Hot Springs

VICE CHAIR
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COMMISSIONERS

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Temecula

STAFF

Director
Simon A. Housman

Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.:	ZAP1390MA19
Related File Nos.:	PLN19-00012 (Specific Plan Amendment), PLN19-05287 (Zone Change), DPR19-00012 (Development Plan Review)
Compatibility Zone:	B1-APZ-II, C1
APNs:	303-060-020

Dear Mr. Phung:

On July 9, 2020, the Riverside County Airport Land Use Commission (ALUC) found City of Perris Case Nos. PLN19-00012 (Specific Plan Amendment) PLN19-05287 (Zone Change), a proposal to amend the Perris Valley Commerce Center Specific Plan on 16.1 acres located on the southwest corner of Perris Boulevard and Ramona Expressway, and also change its zoning from Commercial to Light Industrial, **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

On July 9, 2020, the Riverside County Airport Land Use Commission (ALUC) also found City of Perris Case No. DPR19-00012 (Development Plan Review), a proposal to construct a 347,919 square foot industrial e-commerce and warehouse building on 16.1 acres (as located above), **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

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

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

   (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations,

trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

(e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, restaurants, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.

(f) Any other uses not permitted in Accident Potential Zone II pursuant to DoDI 4165.57.

3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.

4. The attached notice shall be given to all prospective purchasers of the property and tenants of the buildings.

5. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

7. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

8. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

9. This project has been evaluated as a proposal for 260,076 square feet of e-commerce area, 79,843 square feet of warehouse area, and 8,000 square feet of office floor area. Any increase in building area or change in use will require review by the Airport Land Use Commission. In addition, this project shall not store, process or manufacture hazardous materials without review and approval by the Airport Land Use Commission.

Supporting documentation was provided to the Airport Land Use Commission and is available online at www.rcaluc.org, click Agendas 07-09-20 Agenda, Bookmark Agenda Item No. 3.1.

The written communication from the Deputy Base Civil Engineer at March Air Reserve Base, representing the U.S. Air Force Reserve Command, was not available at the time the agenda was posted, and was presented at the meeting. Therefore, a copy of that communication is included herewith.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity
Notice of Storm Water Basin
Base Civil Engineer March Air Reserve Base comment letter

cc: PR Partners, LLC (applicant/property owner)
Mike Naggar & Associates, Inc (representative)
Gary Gosliga, March Inland Port Airport Authority
Doug Waters, Base Civil Engineer March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1390MA19\ZAP1390MA19.LTR.doc

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b)(13)(A)

NOTICE

THERE IS AN AIRPORT NEARBY.

THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION ALUC

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ Phone: _____

#31

Rull, Paul

From: Pacino, Brian <Brian.Pacino@jacobs.com>
Sent: Wednesday, July 1, 2020 5:12 PM
To: WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CE
Cc: Rull, Paul
Subject: 9 JUL 2020 ALUC Hearing_MARB Preliminary Comments
Attachments: Meridian U1-L2_Revised Site Plan_062020.PDF; ZAP1390MA19_ALUC Staff Report.doc

Doug,

In preparation for the July 9 ALUC hearing meeting and at request of Paul Rull, please note the following preliminary comments on behalf of MARB BCE. Please respond with Paul copied, with your approval and any additional input or questions.

For the Meridian U1-L2 warehouse (site almost entirely in Runway 14 APZ I) please recall our 20 May teleconference with March JPA (Jeff Smith), Developer, and ALUC, after which Developer revised the site plan per attached PDF based on your comments regarding safety concerns tied to office space intensities exceeding AF/DoD restriction levels for portions inside APZs.

I wanted to get you and Paul my preliminary review comments before heading out on leave starting tomorrow through July 14.

V/r,

Brian
CTR, 452 MSG/CE

FOR OFFICIAL USE ONLY:

ALUC Case#	Development Title	Rooftop Solar?	ALUC Zone	Comments
ZAP1390MA20	City of Perris Warehouse, PR Partners LLC	No	**B1** (11.8 acres in APZ II) **C1** (3.9 acres)	• CONCUR with review comments and conditions to be met by developer/applicant based on ALUC staff report for ZAP1390MA20 (attached and first received by MARB on 22 June 2020) as follows: *- Non-Residential Single-Acre Land Use Intensity: The proposed project complies with the restrictions on permitted uses and lot coverage, and intensity limits. The Air Force understands the DoDI criteria as limiting intensity to a maximum of 50 people in any given acre of APZ-II. As noted above,* ***"the project would be expected to result in a single acre occupancy of 44 people in APZ-II."***

				*- AICUZ: Appendix A of the 2018 MARB AICUZ study provides Land Use Compatibility Tables for the APZs, which **"cite warehousing as a permitted use in APZ-II. Warehouses are also compatible pursuant to Department of Defense Instruction (DODI) No. 4165.57."*** *- Noise: Although the site is in the 60-70 CNEL contour range, "as a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), **the warehouse area would not require special measures to mitigate aircraft-generated noise.** However, a condition is included to provide for adequate noise attenuation within office areas of the building."* *- FAA Part 77: Concur with findings that FAA-OES investigation not required since maximum proposed building height of 36 ft. plus existing site elevation (1,464 ft.) is less than 1,571 ft. AMSL.* *- Hazards to Flight/BASH: Concur with ALUC's assessment that developer/applicant proposal to install vegetative swales is suitable for BASH mitigation for a project that is located 8,300 feet from Runway 32, **"the project proposes 13,247 square feet of vegetative swale area. Vegetative swales are an acceptable form of stormwater management, pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy"**, and are acceptable within the vicinity of airports as they do not usually involve ponded water, provided that the proposed vegetation/landscaping are not attractive to hazardous wildlife, and that it is adequately maintained."*
ZAP1393MA20	Innovation Industrial Warehouse – Meridian Lot 2, Unit 1 **This project is being coordinated with March JPA (POC is Jeff Smith, Sr, Planner)*	No	**B1** (2.4 acres in APZ I) **B2** (0.82 acres)	• Conference call held between March JPA, Developer, ALUC, and MARB on 20 May 2020. Per MARB BCE concerns related to office density proposals in APZ I, the developer has revised site plan. Based on ALUC interpretation, MARB is in concurrence as follows: *- Based on this revision, the project proposes 29,988 sq.ft. of warehouse area in Zone B1, which would accommodate an occupancy of 60 people (at a warehouse ratio of 1/500), and **result in an average intensity of 24***

				people per acre, which is consistent with Zone-B1-APZ-I average intensity criteria of 25 people per acre. *- The project also proposes 9,242 sq.ft. of warehouse area (19 people) and 9,600 sq.ft. of office area (48 people) in Zone B2, which would accommodate an occupancy of 67 people, and* ***result in an average intensity of 100 people per acre, which is consistent with Zone B2 average intensity criteria of 100 people per acre.*** • Despite alterations to average intensities noted above, MARB still requires that the applicant adhere to previous VDA agreement to utilize a covenant limiting occupancy of the building to 25 person in any give acre.
ZAP1425MA20	City of Perris - Newcastle Harvill Logistics Warehouse (located easterly of Harvill Avenue, westerly of Interstate 215 Freeway, southerly of Orange Avenue, and northerly of Daytona Cove)	Yes	C2 (Not in APZs)	• Concur with Enertis Solar Glare Hazard Analysis report (Dec. 28, 2019) and ForgeSolar PASS findings for proposed rooftop solar (yellow and green glare applicable to MARB flight tracks and ATCT), however we support analysis of cumulative impacts on airfield operations as part of upcoming Compatible Use Study in conjunction with the OEA. • Otherwise, concur with typical set of ALUC Development Conditions criteria to which applicant/developer compliance is required.

Brian J. Pacino, AICP | Jacobs | Buildings, Infrastructure & Advanced Facilities |
949.224.7635 office | 703.627.3010 mobile | brian.pacino@jacobs.com | www.jacobs.com

From: Rull, Paul <PRull@RIVCO.ORG>
Sent: Monday, June 22, 2020 7:13 AM
To: Pacino, Brian <Brian.Pacino@jacobs.com>
Cc: WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CEV <douglas.waters.2@us.af.mil>
Subject: [EXTERNAL] RE: ZAP1421MA20 ALUC review

Attached is a copy of the draft staff report to show you our calculations regarding intensity and review of the hazard to wildlife.

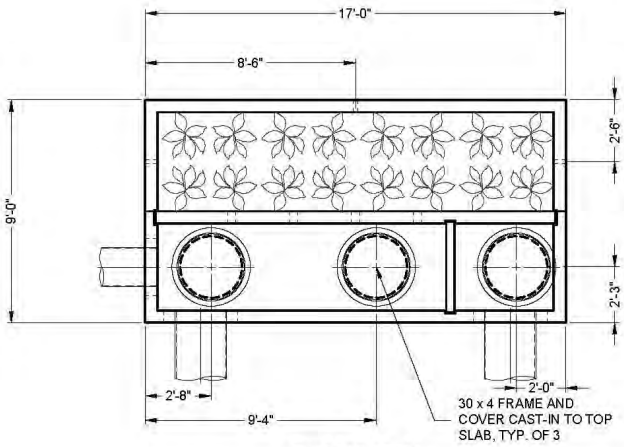
If you have any questions, please feel free to contact me.

Paul Rull
ALUC Principal Planner

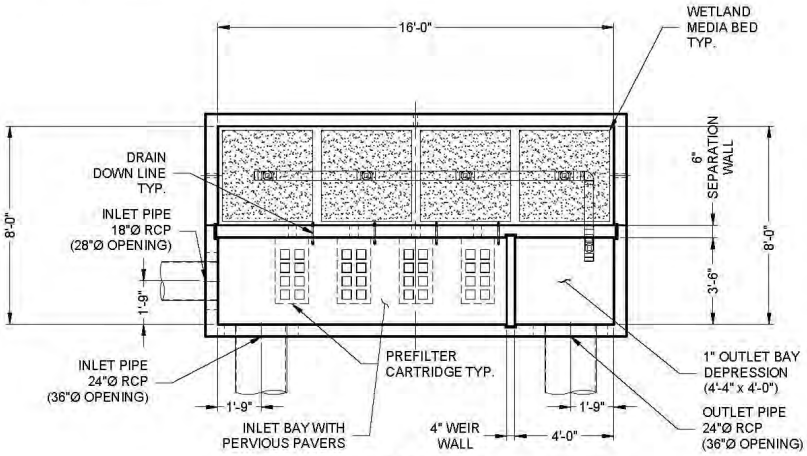
Appendix 6: BMP Design Details

BMP Sizing, Design Details and other Supporting Documentation

THIS DOCUMENT IS FOR INFORMATIONAL PURPOSES
ONLY AND IS NOT A FINAL CONSTRUCTION CONTRACT



PLAN VIEW



PLAN VIEW
TOP SLAB NOT SHOWN

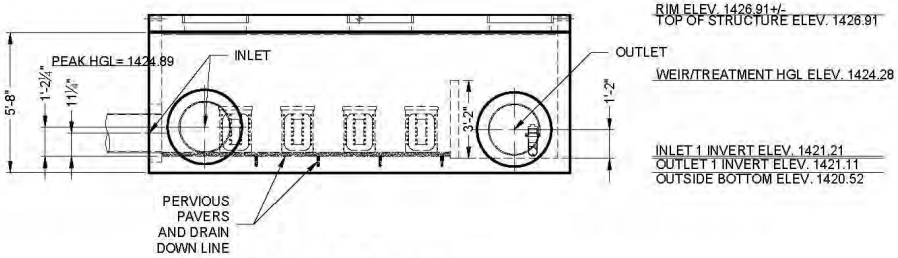
SAMPLE ONLY - DETAIL AT FWQP

SITE DESIGN DATA	
WATER QUALITY FLOW (CFS)	0.40
PEAK FLOW RATE (CFS)	7.60
RETURN PERIOD (YRS)	100
MAXIMUM POLLUTANT DENSITY (PREFILTER) (GPM/SF)	3.0
PREFILTER LOADING RATE (GPM/SF)	1.75
WETLAND MEDIA LOADING RATE (GPM/SF)	1.00
MEDIA OPERATING HEAD (FT)	2.94
SURFACE LOADING	PEDESTRIAN
GROUNDWATER ELEVATION*	1421.11

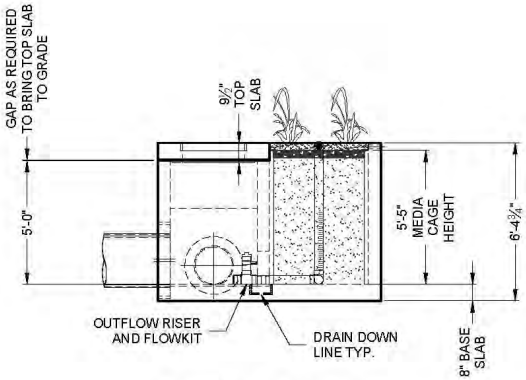
*GROUNDWATER ELEVATION IS ASSUMED. EOR TO PROVIDE IF KNOWN

STRUCTURE DETAILS	
NUMBER OF DELIVERED PIECES (DOES NOT INCLUDE GRADE RINGS/RISERS)	2
MAXIMUM FOOTPRINT	9.00' x 17.00'
DELIVERED HEAVIEST PICK*	41700 LB.
TOP SLAB	8675 LB.
BASE SECTION	41700 LB.

*BASE SECTION SHIPPED WITH INTERNAL WALLS INSTALLED



ELEVATION VIEW*



RIGHT END VIEW

*MEDIA CASTINGS, IF REQUIRED, NOT SHOWN

RVRSD
6505 / 000000
LAYOUT 6
MWS-L-8-16-L
20.71 TS
3.13 TIW

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If discrepancies between the supplied information upon which the drawing is based and actual field conditions are encountered as site work progresses, these discrepancies must be reported to Contech immediately for re-evaluation of the design. Contech accepts no liability for designs based on missing, incomplete or inaccurate information supplied by others.

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PROPOSAL
DRAWING

MODULAR WETLANDS MWSL0816OP - 806637-040
ANTELOPE & ELLIS TR30926
MENIFEE, CA
SITE DESIGNATION: MWS 7

PROJECT No.:	SEQ. No.:	DATE:
806637	040	03/07/25
DESIGNED: RLH	DRAWN: RLH	
CHECKED: RLH	APPROVED: RLH	
SHEET NO.: 1 OF 1		

W:\PS\WORKTWOPART1_DWK\RETE.NET\MFR\UP\PROJECTIACTIVE\806600\806637\806637-40\MOD\ULAR WETLANDS\DRAWINGS\806637-40\MWSL0816OP-CONFAB.DWG 3/11/2025 10:25 AM

DYODS™
Design Your Own Detention System

CONTECH CMP DETENTION SYSTEMS

CONTECH STORMWATER SOLUTIONS INC

For design assistance, drawings,
and pricing send completed worksheet to:
dyods@contech-cpi.com

Project Summary

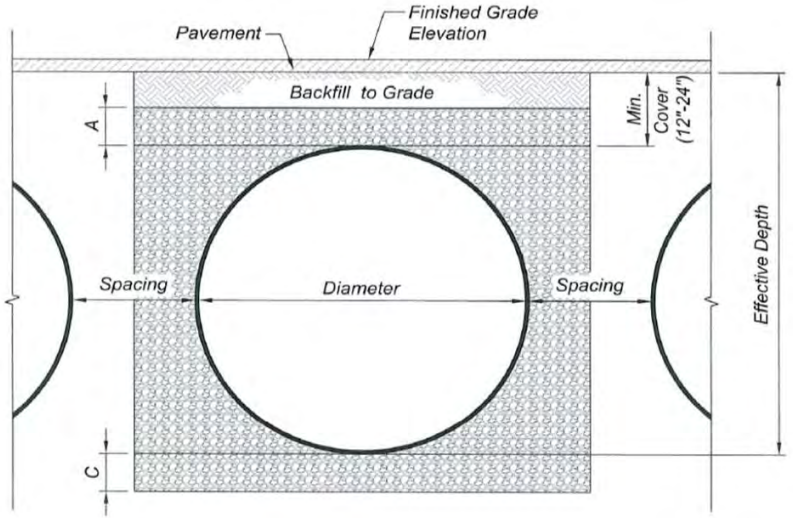
Date:	7/21/2025
Project Name:	SWC Ramona Perris - AutoZone
City / County:	Perris
State:	CA
Designed By:	CM
Company:	United Engineering
Telephone:	

Enter Information in Blue Cells

Corrugated Metal Pipe Calculator

Storage Volume Required (cf):	10,731
Limiting Width (ft):	30.00
Invert Depth Below Asphalt (ft):	8.00
Solid or Perforated Pipe:	Perforated
Shape Or Diameter (in):	84
Number Of Headers:	2
Spacing between Barrels (ft):	3.00
Stone Width Around Perimeter of System (ft):	2
Depth A: Porous Stone Above Pipe (in):	6
Depth C: Porous Stone Below Pipe (in):	6
Stone Porosity (0 to 40%):	40

38.48 ft^2 Pipe Area



System Sizing

Pipe Storage:	7,466	cf	
Porous Stone Storage:	3,599	cf	
Total Storage Provided:	11,065	cf	103.1% Of Required Storage
Number of Barrels:	2	barrels	
Length per Barrel:	80.0	ft	
Length Per Header:	17.0	ft	
Rectangular Footprint (W x L):	21. ft x 98. ft		

CONTECH Materials

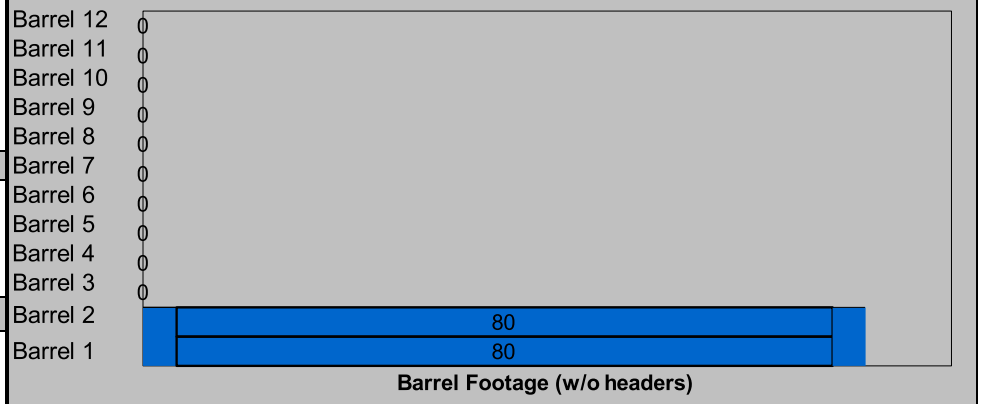
Total CMP Footage:	194	ft
Approximate Total Pieces:	10	pcs
Approximate Coupling Bands:	10	bands
Approximate Truckloads:	5	trucks

Construction Quantities**

Total Excavation:	610	cy
Porous Stone Backfill For Storage:	333	cy stone
Backfill to Grade Excluding Stone:	0	cy fill

***Construction quantities are approximate and should be verified upon final design*

System Layout



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CONTECH CMP DETENTION SYSTEMS

CONTECH STORMWATER SOLUTIONS INC

For design assistance, drawings,
and pricing send completed worksheet to:
dyods@contech-cpi.com

Project Summary

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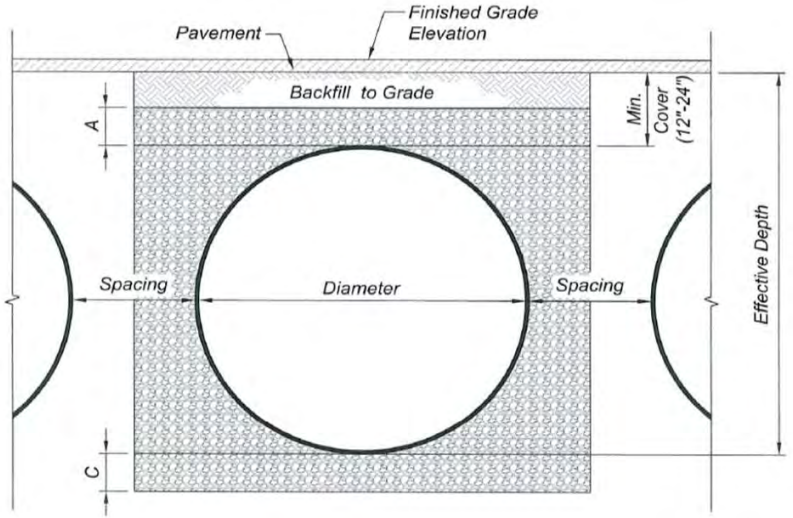
Project Name:	SWC Ramona Perris - AutoZone
City / County:	Perris
State:	CA
Designed By:	CM
Company:	United Engineering
Telephone:	

Enter Information in Blue Cells

Corrugated Metal Pipe Calculator

Storage Volume Required (cf):	7,575
Limiting Width (ft):	30.00
Invert Depth Below Asphalt (ft):	8.00
Solid or Perforated Pipe:	Perforated
Shape Or Diameter (in):	84
Number Of Headers:	2
Spacing between Barrels (ft):	3.00
Stone Width Around Perimeter of System (ft):	2
Depth A: Porous Stone Above Pipe (in):	6
Depth C: Porous Stone Below Pipe (in):	6
Stone Porosity (0 to 40%):	40

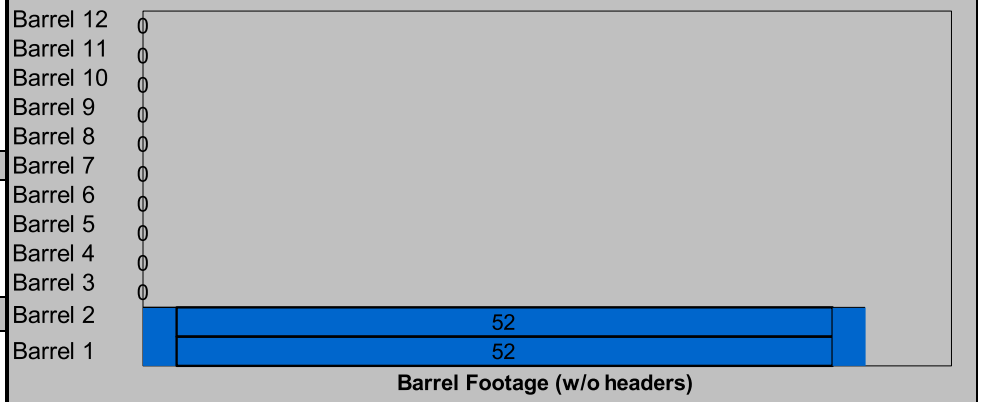
38.48 ft^2 Pipe Area



System Sizing

Pipe Storage:	5,311	cf	
Porous Stone Storage:	2,580	cf	
Total Storage Provided:	7,891	cf	104.2% Of Required Storage
Number of Barrels:	2	barrels	
Length per Barrel:	52.0	ft	
Length Per Header:	17.0	ft	
Rectangular Footprint (W x L):	21. ft x 70. ft		

System Layout



CONTECH Materials

Total CMP Footage:	138	ft
Approximate Total Pieces:	8	pcs
Approximate Coupling Bands:	8	bands
Approximate Truckloads:	4	trucks

Construction Quantities**

Total Excavation:	436	cy
Porous Stone Backfill For Storage:	239	cy stone
Backfill to Grade Excluding Stone:	0	cy fill

***Construction quantities are approximate and should be verified upon final design*

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Santa Ana Watershed - BMP Design Volume, V_{BMP}

(Rev. 10-2011)

Legend: Required Entries / Calculated Cells

*(Note this worksheet shall **only** be used in conjunction with BMP designs from the **LID BMP Design Handbook**)*

Company Name: UEG
Date: 7/31/2025
Designed by:
Case No: TBD
Company Project Number/Name: SWC RAMONA & PERRIS

BMP Identification

BMP NAME / ID: DMA A, B, & C TO UNDERGROUND STORAGE

Must match Name/ID used on BMP Design Calculation Sheet

Design Rainfall Depth

85th Percentile, 24-hour Rainfall Depth, from the Isohyetal Map in Handbook Appendix E

D_{85}= 0.58 inches

Drainage Management Area Tabulation

Insert additional rows if needed to accommodate all DMAs draining to the BMP

DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type	Effective Imperivous Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*Design Storm Depth (in)*	*Design Capture Volume, V_{BMP} (cubic feet)*	*Proposed Volume on Plans (cubic feet)*
A	*45765*	*Concrete or Asphalt*	*1*	*0.89*	*40822.4*			
B	*7917*	*Ornamental Landscaping*	*0.1*	*0.11*	*874.5*			
C	*5537*	*Ornamental Landscaping*	*0.1*	*0.11*	*611.6*			

Santa Ana Watershed - BMP Design Volume, V_{BMP}

(Rev. 10-2011)

Legend: Required Entries / Calculated Cells

*(Note this worksheet shall **only** be used in conjunction with BMP designs from the **LID BMP Design Handbook**)*

Company Name	UEG	Date	7/31/2025
Designed by		Case No	TBD
Company Project Number/Name	SWC RAMONA & PERRIS		

BMP Identification

BMP NAME / ID: DMA W & X TO UNDERGROUND STORAGE

Must match Name/ID used on BMP Design Calculation Sheet

Design Rainfall Depth

85th Percentile, 24-hour Rainfall Depth, from the Isohyetal Map in Handbook Appendix E

D_{85}= 0.58 inches

Drainage Management Area Tabulation

Insert additional rows if needed to accommodate all DMAs draining to the BMP

DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type	Effective Imperivous Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*Design Storm Depth (in)*	*Design Capture Volume, V_{BMP} (cubic feet)*	*Proposed Volume on Plans (cubic feet)*
W	*33630*	*Concrete or Asphalt*	*1*	*0.89*	*29998*			
X	*8402*	*Ornamental Landscaping*	*0.1*	*0.11*	*928.1*			

Santa Ana Watershed - BMP Design Volume, V_{BMP}

(Rev. 10-2011)

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Company Name	UEG	Date	7/31/2025
Designed by		Case No	TBD
Company Project Number/Name	SWC RAMONA & PERRIS		

BMP Identification

BMP NAME / ID: DMA D & E VOLUME CHECK FOR OFFSET

Must match Name/ID used on BMP Design Calculation Sheet

Design Rainfall Depth

85th Percentile, 24-hour Rainfall Depth, from the Isohyetal Map in Handbook Appendix E

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DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type	Effective Imperivous Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*Design Storm Depth (in)*	*Design Capture Volume, V_{BMP} (cubic feet)*	*Proposed Volume on Plans (cubic feet)*
D	*3677*	*Concrete or Asphalt*	*1*	*0.89*	*3279.9*			
E	*1606*	*Ornamental Landscaping*	*0.1*	*0.11*	*177.4*			
	5283	***Total***			**3457.3**	**0.58**	***167.1***	***11,065***

Notes:

Santa Ana Watershed - BMP Design Volume, V_{BMP}

(Rev. 10-2011)

Legend: Required Entries / Calculated Cells

*(Note this worksheet shall **only** be used in conjunction with BMP designs from the **LID BMP Design Handbook**)*

Company Name: UEG | Date: 7/31/2025

Designed by: | Case No: TBD

Company Project Number/Name: SWC RAMONA & PERRIS

BMP Identification

BMP NAME / ID: DMA Y & Z VOLUME CHECK FOR OFFSET

Must match Name/ID used on BMP Design Calculation Sheet

Design Rainfall Depth

85th Percentile, 24-hour Rainfall Depth, from the Isohyetal Map in Handbook Appendix E

D_{85}= 0.58 inches

Drainage Management Area Tabulation

Insert additional rows if needed to accommodate all DMAs draining to the BMP

DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type	Effective Imperivous Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*Design Storm Depth (in)*	*Design Capture Volume, V_{BMP} (cubic feet)*	*Proposed Volume on Plans (cubic feet)*
Z	*48229*	*Concrete or Asphalt*	*1*	*0.89*	*43020.3*			
Y	*7188*	*Ornamental Landscaping*	*0.1*	*0.11*	*794*			
	55417		***Total***		**43814.3**	**0.58**	***2117.7***	***7,177***

Notes:

Santa Ana Watershed - BMP Design Flow Rate, Q_{BMP}

(Rev. 10-2011)

Legend: Required Entries / Calculated Cells

*(Note this worksheet shall **only** be used in conjunction with BMP designs from the **LID BMP Design Handbook**)*

Company Name: UEG | Date: 7/31/2025

Designed by: | Case No: TBD

Company Project Number/Name: SWC RAMONA & PERRIS

BMP Identification

BMP NAME / ID: DMA A, B, & C TO MWS

Must match Name/ID used on BMP Design Calculation Sheet

Design Rainfall Depth

Design Rainfall Intensity: I = 0.20 in/hr

Drainage Management Area Tabulation

Insert additional rows if needed to accommodate all DMAs draining to the BMP

DMAs

DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type (use pull-down menu)	Effective Imperivous Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*Design Rainfall Intensity (in/hr)*	*Design Flow Rate (cfs)*	*Proposed Flow Rate (cfs)*
A	*45765*	*Concrete or Asphalt*	*1*	*0.89*	*40822.4*			
B	*7917*	*Ornamental Landscaping*	*0.1*	*0.110458*	*874.5*			
C	*5537*	*Ornamental Landscaping*	*0.1*	*0.110458*	*611.6*			
	59219		***Total***		**42308.5**	**0.20**	***0.2***	***0.2***

Notes:

Santa Ana Watershed - BMP Design Flow Rate, Q_{BMP}

(Rev. 10-2011)

Legend: Required Entries / Calculated Cells

*(Note this worksheet shall **only** be used in conjunction with BMP designs from the **LID BMP Design Handbook**)*

Company Name: UEG | Date: 7/31/2025

Designed by: | Case No: TBD

Company Project Number/Name: SWC RAMONA & PERRIS

BMP Identification

BMP NAME / ID: DMA W & X TO MWS

Must match Name/ID used on BMP Design Calculation Sheet

Design Rainfall Depth

Design Rainfall Intensity: I = 0.20 in/hr

Drainage Management Area Tabulation

Insert additional rows if needed to accommodate all DMAs draining to the BMP

DMAs

DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type (use pull-down menu)	Effective Imperivous Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*Design Rainfall Intensity (in/hr)*	*Design Flow Rate (cfs)*	*Proposed Flow Rate (cfs)*
W	*33630*	*Concrete or Asphalt*	*1*	*0.89*	*29998*			
X	*8402*	*Ornamental Landscaping*	*0.1*	*0.11046*	*928.1*			

Santa Ana Watershed - BMP Design Flow Rate, Q_{BMP}

(Rev. 10-2011)

Legend: Required Entries / Calculated Cells

*(Note this worksheet shall **only** be used in conjunction with BMP designs from the **LID BMP Design Handbook**)*

Company Name: UEG — Date: 7/31/2025

Designed by: — Case No: TBD

Company Project Number/Name: SWC RAMONA & PERRIS

BMP Identification

BMP NAME / ID: DMA D & E TO FILTER INSERT

Must match Name/ID used on BMP Design Calculation Sheet

Design Rainfall Depth

Design Rainfall Intensity — I = 0.20 in/hr

Drainage Management Area Tabulation

Insert additional rows if needed to accommodate all DMAs draining to the BMP

DMAs

DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type (use pull-down menu)	Effective Imperivous Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*Design Rainfall Intensity (in/hr)*	*Design Flow Rate (cfs)*	*Proposed Flow Rate (cfs)*
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E	*1606*	*Ornamental Landscaping*	*0.1*	*0.11046*	*177.4*			

Santa Ana Watershed - BMP Design Flow Rate, Q_{BMP}

(Rev. 10-2011)

Legend: Required Entries / Calculated Cells

*(Note this worksheet shall **only** be used in conjunction with BMP designs from the **LID BMP Design Handbook**)*

Company Name: UEG | Date: 7/31/2025

Designed by: | Case No: TBD

Company Project Number/Name: SWC RAMONA & PERRIS

BMP Identification

BMP NAME / ID: DMA Y & Z TO FILTER INSERT

Must match Name/ID used on BMP Design Calculation Sheet

Design Rainfall Depth

Design Rainfall Intensity: I = 0.20 in/hr

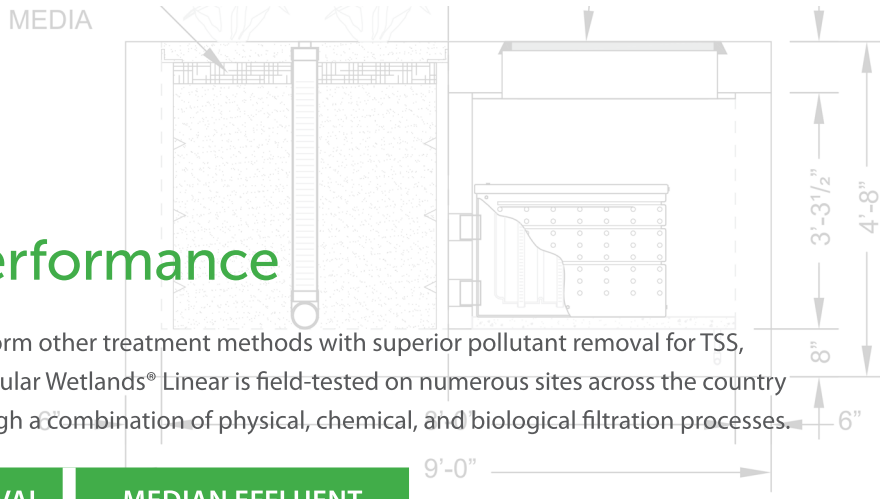
Drainage Management Area Tabulation

Insert additional rows if needed to accommodate all DMAs draining to the BMP

DMAs

DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type (use pull-down menu)	Effective Imperivous Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*Design Rainfall Intensity (in/hr)*	*Design Flow Rate (cfs)*	*Proposed Flow Rate (cfs)*
Z	*48229*	*Concrete or Asphalt*	*1*	*0.89*	*43020.3*			
Y	*7188*	*Ornamental Landscaping*	*0.1*	*0.11046*	*794*			
	55417		**Total**		**43814.3**	**0.20**	***0.2***	***0.2***

Notes:



Modular Wetlands® Performance

The Modular Wetlands® Linear continues to outperform other treatment methods with superior pollutant removal for TSS, heavy metals, nutrients, and hydrocarbons. The Modular Wetlands® Linear is field-tested on numerous sites across the country and is proven to effectively remove pollutants through a combination of physical, chemical, and biological filtration processes.

POLLUTANT OF CONCERN	MEDIAN REMOVAL EFFICIENCY	MEDIAN EFFLUENT CONCENTRATION (MG/L)
Total Suspended Solids (TSS)	89%	12
Total Phosphorus - TAPE (TP)	61%	0.041
Nitrogen (TN)	23%	1
Total Copper (TCu)	50%	0.006
Total Dissolved Copper	37%	0.006
Total Zinc (TZn)	66%	0.019
Dissolved Zinc	60%	0.0148
Motor Oil	79%	0.8

Sources:
TAPE Field Study - 2012
TAPE Field Study - 2013

Note: Some jurisdictions recognize higher removal rates. Contact your Contech Stormwater Consultant for performance expectations.

Modular Wetlands® Linear Maintenance

The Modular Wetlands® Linear is a self-contained treatment train. Maintenance requirements for the unit consist of five simple steps that can be completed using a vacuum truck. The system can also be cleaned by hand.

- Remove trash from the screening device
- Remove sediment from the separation chamber
- Periodically replace the pretreatment cartridge filter media
- Replace the drain down filter media
- Trim vegetation

Most Modular Wetland Linear systems can be cleaned in about thirty minutes.

Multiple configurations allow for easy site integration

Innovative stormwater management products

KRISTAR

FloGard® +PLUS

Catch Basin Insert Filter

FloGard®+PLUS Catch Basin Insert Filter

GENERAL FILTER CONFIGURATION

FloGard®+PLUS catch basin insert filter shall provide solids filtration through a filter screen or filter liner, and hydrocarbon capture shall be effected using a non-leaching absorbent material contained in a pouch or similar removable restraint. Hydrocarbon absorbent shall not be placed at an exposed location at the entry to the filter that would allow blinding by debris and sediment without provision for self-cleaning in operation.

Filter shall conform to the dimensions of the inlet in which it is applied, allow removal and replacement of all internal components, and allow complete inspection and cleaning in the field.

FLOW CAPACITY

Filter shall provide two internal high-flow bypass locations that in total exceed the inlet peak flow capacity. Filter shall provide filtered flow capacity in excess of the required "first flush" treatment flow. Unit shall not impede flow into or through the catch basin when properly sized and installed.

MATERIALS

Filter support frame shall be constructed of type 304 stainless steel. Filter screen, when used in place of filter liner, shall be type 304 or 316 stainless steel, with an apparent opening size of not less than 4 U.S. mesh. Filter liner, when used in place of filter screen, shall be woven polypropylene geotextile fabric liner with an apparent opening size (AOS) of not less than 40 U.S. mesh as determined by ASTM D 4751. Filter liner shall include a support basket of polypropylene geogrid with stainless steel cable reinforcement.

Filter frame shall be rated at a minimum 25-year service life. All other materials, with the exception of the hydrocarbon absorbent, shall have a rated service life in excess of 2 years.

FloGard®+PLUS TEST RESULTS SUMMARY

Testing Agency	% TSS Removal	% Oil and Grease Removal	% PAH Removal
UCLA	80	70 to 80	
U of Auckland Tonking & Taylor Ltd. (for city of Auckland)	78 to 95		
U of Hawaii (for city of Honolulu)	80		20 to 40

FEATURES

- Easy to install, inspect and maintain
- Can be retrofitted to existing drain catch basins – or used in new projects
- Economical and efficient
- Catches pollutants where they are easiest to catch (at the inlet)
- No standing water – minimizes vector, bacteria and odor problems
- Can be incorporated as part of a "Treatment Train"

BENEFITS

- Lower installation, inspection and maintenance costs
- Versatile installation applications
- Higher return on investment
- Allows for installation on small and confined sites
- Minimizes vector, bacteria and odor problems
- Allows user to target specific pollutants

Innovative stormwater management products

FloGard® +PLUS
Catch Basin Insert Filter

INSTALLATION AND MAINTENANCE
Filter shall be installed and maintained in accordance with manufacturer's general instructions and recommendations.

PERFORMANCE
Filter shall provide 80% removal of total suspended solids (TSS) from treated flow with a particle size distribution consistent with typical urban street deposited sediments. Filter shall capture at least 70% of oil and grease and 40% of total phosphorus (TP) associated with organic debris from treated flow. Unit shall provide for isolation of trapped pollutants, including debris, sediments, and floatable trash and hydrocarbons, from bypass flow such that re-suspension and loss of pollutants is minimized during peak flow events.

FloGard®+PLUS COMPETITIVE FEATURE COMPARISON

Evaluation of FloGard+PLUS Units (Based on flow-comparable units) (Scale 1-10, 10 being best)	**FloGard+PLUS**	**Other Insert Filter Types****
Flow Rate	10	7
Removal Efficiency*	80%	45%
Capacity – Sludge and Oil	7	7
Service Life	10	3
Installation – Ease of Handling / Installation	8	6
Ease of Inspections & Maintenance	7	7
Value	**10**	**2**

*approximate, based on field sediment removal testing in urban street application **average

Long-Term Cost Comparison (Scale 1-10, 10 being lowest cost, higher number being best)	**FloGard+PLUS**	**Other Insert Filter Types**
Unit cost — initial ($/cfs treated)	10	4
Installation cost ($/cfs treated)	10	7
Adsorbent replacement (annual avg $/cfs treated)	10	2
Unit materials replacement (annual avg $/cfs treated)	10	10
Maintenance cost (annual avg $/cfs treated)	10	7
Total first yr ($/cfs treated)	10	5
Total Annual Avg ($/cfs treated, avg over 20 yrs)*	**10**	**5**

*assumes 3% annual inflation

Captured debris from FloGard+PLUS, Dana Point, CA

FloGard+PLUS Combination Inlet

FloGard+PLUS Flat Grate

FloGard+PLUS Round Gated Inlet

KriStar Enterprises, Inc.
360 Sutton Place
Santa Rosa, CA 95407

PH: 800-579-8819
FAX: 707-524-8186
www.kristar.com

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FGP-T 05.19.09.1M

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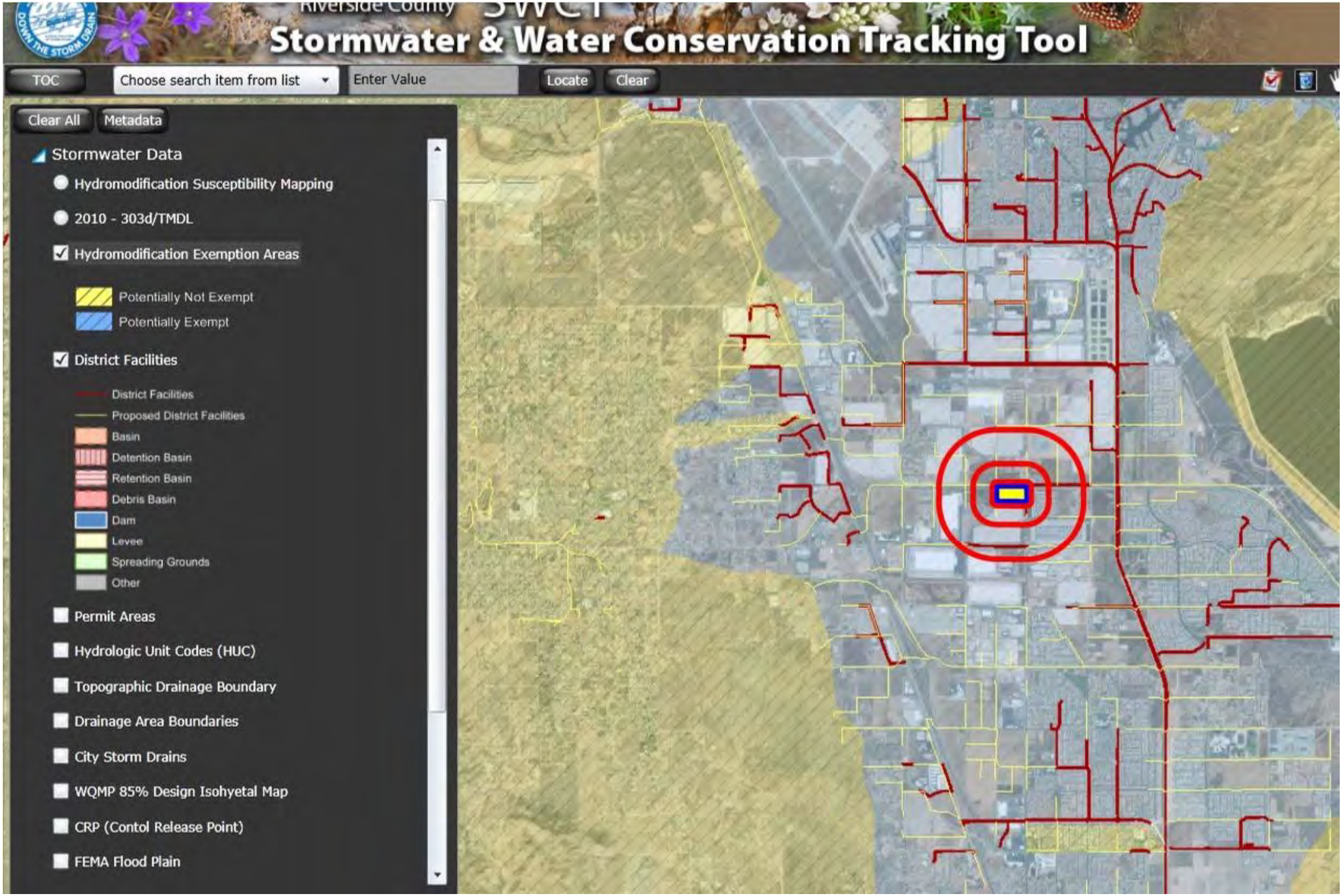
Appendix 7: Hydromodification

Supporting Detail Relating to Hydrologic Conditions of Concern

NOT REQUIRED: SITE IS IN HCOC EXEMPTION AREA


Riverside County
Stormwater & Water Conservation Tracking Tool
TOC
Choose search item from list
Enter Value
Locate
Clear
Clear All
Metadata
Stormwater Data
Hydromodification Susceptibility Mapping
2010 - 303d/TMDL
Hydromodification Exemption Areas
Potentially Not Exempt
Potentially Exempt
District Facilities
District Facilities
Proposed District Facilities
Basin
Detention Basin
Retention Basin
Debris Basin
Dam
Levee
Spreading Grounds
Other
Permit Areas
Hydrologic Unit Codes (HUC)
Topographic Drainage Boundary
Drainage Area Boundaries
City Storm Drains
WQMP 85% Design Isohyetal Map
CRP (Contol Release Point)
FEMA Flood Plain

Appendix 8: Source Control

Pollutant Sources/Source Control Checklist

To be provide with FWQMP

Appendix 9: O&M

Operation and Maintenance Plan and Documentation of Finance, Maintenance and Recording Mechanisms

To be provide with FWQMP

Appendix 10: Educational Materials

BMP Fact Sheets, Maintenance Guidelines and Other End-User BMP Information

To be provide with FWQMP

CONTECH
ENGINEERED SOLUTIONS

Modular Wetlands® Linear Stormwater Biofiltration

The experts you need to solve your stormwater challenges

Contech is the leader in stormwater solutions, helping engineers, contractors and owners with infrastructure and land development projects throughout North America.

With our responsive team of stormwater experts, local regulatory expertise and flexible solutions, Contech is the trusted partner you can count on for stormwater management solutions.

Your Contech Team

STORMWATER CONSULTANT

It's my job to recommend the best solution to meet permitting requirements.

STORMWATER DESIGN ENGINEER

I work with consultants to design the best approved solution to meet your project's needs.

REGULATORY MANAGER

I understand the local stormwater regulations and what solutions will be approved.

SALES ENGINEER

I make sure our solutions meet the needs of the contractor during construction.

Contech is your partner in stormwater management solutions

Restoring Nature's Presence in Urban Areas – Modular Wetlands® Linear

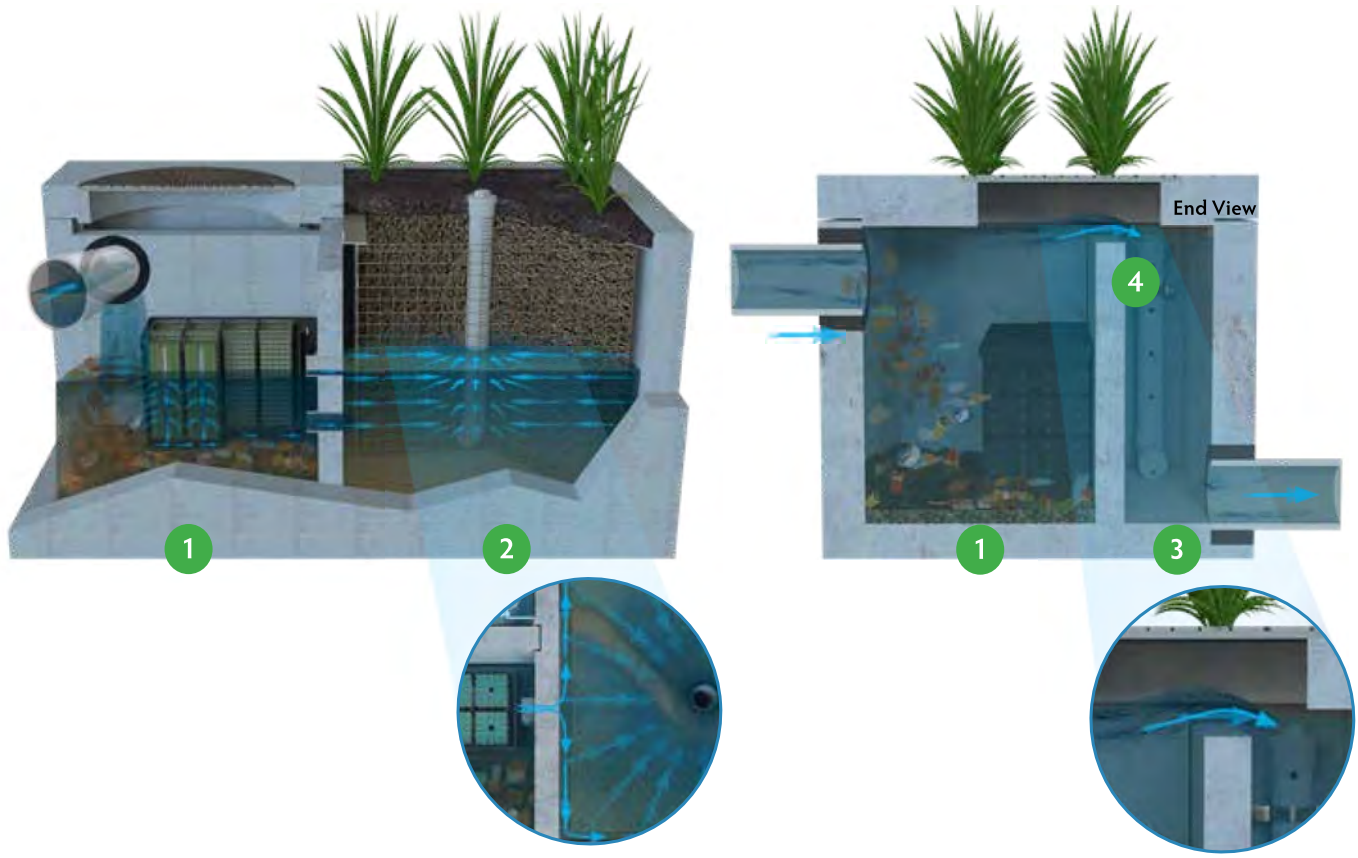
As cities grow, there is less space for natural solutions to treat stormwater. Contech understands this and is committed to providing compact, Low Impact Development (LID) solutions like the Modular Wetlands Linear to protect our nation's waterways.

The Modular Wetlands® Linear is the only biofiltration system to utilize patented horizontal flow, allowing for a small footprint, high treatment capacity, and design versatility. It is also the only biofiltration system that can be routinely installed downstream of storage for additional volume control and treatment.

With numerous regulatory approvals, the system's aesthetic appeal and superior pollutant removal make it the ideal solution for a wide range of stormwater applications, including urban development projects, commercial parking lots, residential streets, mixed-use developments, streetscapes, and more.

MODULAR WETLANDS®

How the Modular Wetlands® Linear Works



1 **PRETREATMENT** | Stormwater enters the pretreatment chamber where total suspended solids settle, and trash and debris are contained within the chamber. Stormwater then travels through the pretreatment filter boxes that provide additional treatment.

2 **BIOFILTRATION** | As water enters the biofiltration chamber, it fills the void space in the chamber's perimeter. Horizontal forces push the water inward through the biofiltration media, where nutrients and metals are captured. The water then enters the drain pipe to be discharged.

3 **DISCHARGE** | The specially designed vertical drain pipe and orifice control plate control the flow of water through the media to a level lower than the media's capacity, ensuring media effectiveness. The water then enters the horizontal drain pipe to be discharged.

4 **BYPASS** | During peak flows, an internal weir in the side-by-side configuration allows high flows to bypass treatment, eliminating flooding and the need for a separate bypass structure. Bypass is not provided in the end-to end configuration.

Using horizontal flow to improve performance

Modular Wetlands® Linear Features and Benefits

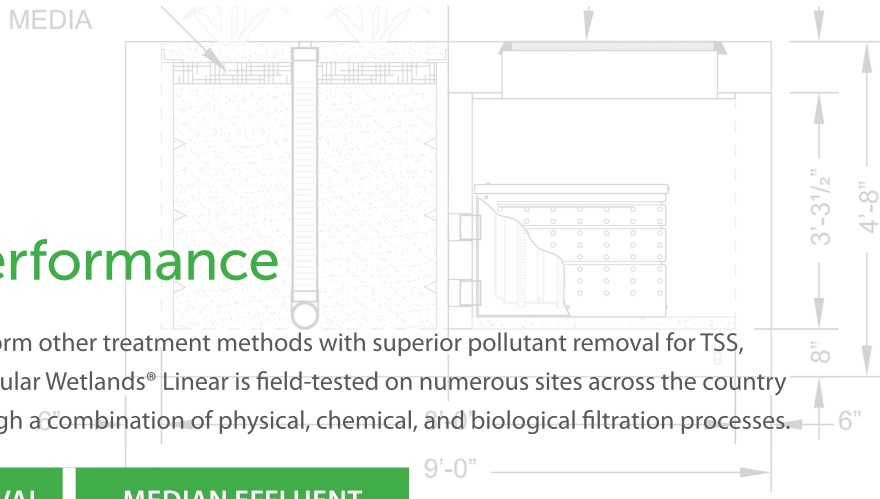
FEATURE	BENEFITS
Pretreatment chamber	Enhanced pollutant removal, faster maintenance
Horizontal flow biofiltration	Greater filter surface area
Performance verified by both the WA DOE and NJ DEP	Superior pollutant capture with confidence
Built-in high flow bypass	Eliminates flooding and the need for a separate bypass structure
Available in multiple configurations and sizes	Flexibility to meet site-specific needs

The Modular Wetlands system offers many different configurations.

Select Modular Wetlands® Linear Approvals

Modular Wetlands Linear is approved through numerous local, state and federal programs, including but not limited to:

- Washington State Department of Ecology TAPE
- California Water Resources Control Board, Full Capture Certification
- Virginia Department of Environmental Quality (VA DEQ)
- New Jersey Department of Environmental Protection (NJDEP)
- Maryland Department of the Environment - Environmental Site Design (ESD)
- Rhode Island Department of Environmental Management BMP
- Texas Commission on Environmental Quality (TCEQ)
- Atlanta Regional Commission Certification



Modular Wetlands® Performance

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Total Zinc (TZn)	66%	0.019
Dissolved Zinc	60%	0.0148
Motor Oil	79%	0.8

Sources:
TAPE Field Study - 2012
TAPE Field Study - 2013

Note: Some jurisdictions recognize higher removal rates. Contact your Contech Stormwater Consultant for performance expectations.

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- Remove trash from the screening device
- Remove sediment from the separation chamber
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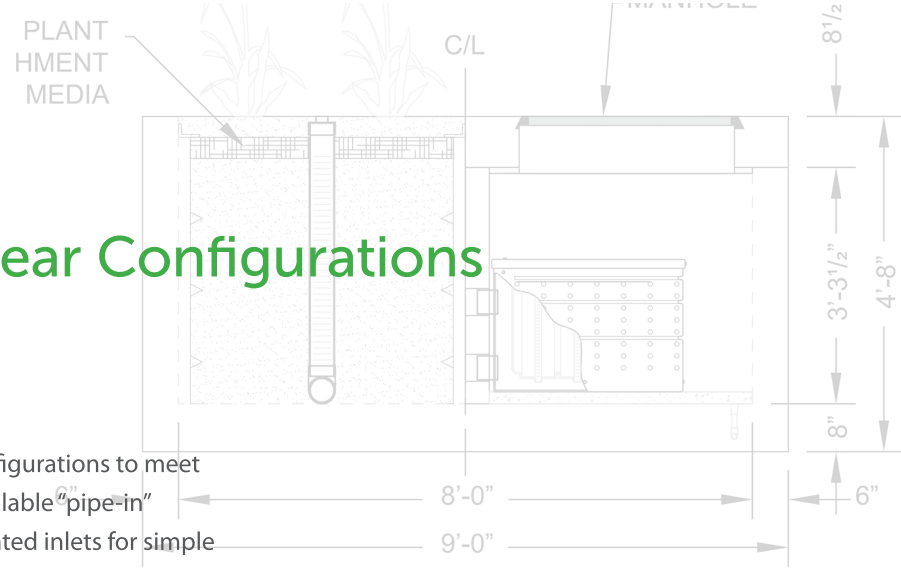
- Replace the drain down filter media
- Trim vegetation

Most Modular Wetland Linear systems can be cleaned in about thirty minutes.

Multiple configurations allow for easy site integration



Modular Wetlands® Linear Configurations

Multiple system configurations integrate with site hydraulic design and layout ...

The Modular Wetlands Linear is offered in multiple configurations to meet site specific needs. This highly versatile system has available "pipe-in" options on most models, along with built-in curb or grated inlets for simple integration into your storm drain design.

Curb Inlet

The Curb Inlet configuration accepts sheet flow through a curb opening and is commonly used along roadways and parking lots. It can be used in sump or flow-by conditions.

Vault

The Vault configuration can be used in end-of-the-line installations. Another benefit of the "pipe-in" design is the ability to install the system downstream of underground detention systems to meet water quality volume requirements, or for traffic-rated designs (no plants).

Downspout

The Downspout configuration is designed to accept a vertical downspout pipe from rooftop and podium areas. Some models have the option of utilizing an internal bypass, simplifying the overall design. The system can be installed as a raised planter, and the exterior can be stuccoed or covered with other finishes to match the look of adjacent buildings.

A partner you can rely on

STORMWATER SOLUTIONS

PIPE SOLUTIONS

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Appendix E

Expressway Commerce Center Noise Assessment Technical Memorandum

TECHNICAL MEMORANDUM

DATE: July 15, 2025
TO: Lars Andersen, Pacific Development Partners
FROM: Bill Lawson, Urban Crossroads, Inc.
JOB NO: 16724-02 Noise Memo

SUBJECT: EXPRESSWAY COMMERCE CENTER NOISE ASSESSMENT

Urban Crossroads, Inc. has prepared the following Noise Assessment for the Expressway Commerce Center development (Project), which is located on the southwest corner of Perris Boulevard and Ramona Expressway in the City of Perris. On May 11, 2023, Urban Crossroads, Inc. prepared a noise assessment (2023 Noise Assessment) to evaluate the Project related operational noise level impacts. The project analyzed in the 2023 Noise Assessment is referred to herein as "Approved Project."

PROJECT OVERVIEW

The Approved Project was evaluated in the 2023 Noise Assessment assuming the development of a 304,572 square foot industrial building, 1,600 square feet of commercial retail use, 3,760 square feet of fast-food restaurant with drive-through window use, and 1,600 square feet of fast-food without drive-through window use (identified as Alternative 2) for a total of 311,532 square feet. The Approved Project site plan is provided in Exhibit 1.

The industrial building is proposed to remain at 304,572 square feet; however, the Project proposes a Major Modification for the retail component to include the development of 1,600 square feet of commercial retail use, 3,000 square feet of fast-food restaurant with drive-through window use, and a 7,381 square foot Auto Zone for a total of 316,553 square feet (net increase of 5,021 square feet). The Proposed Major Modification site plan is provided in Exhibit 2.

SUMMARY OF FINDINGS

The Noise Assessment shows that the Project will not exceed the established City of Perris operational noise thresholds. Therefore, consistent with the 2023 Noise Assessment, the Project operational noise impacts are considered *less than significant* at the nearby noise-sensitive receiver locations.

EXHIBIT 1: APPROVED ALTERNATIVE 2 SITE PLAN

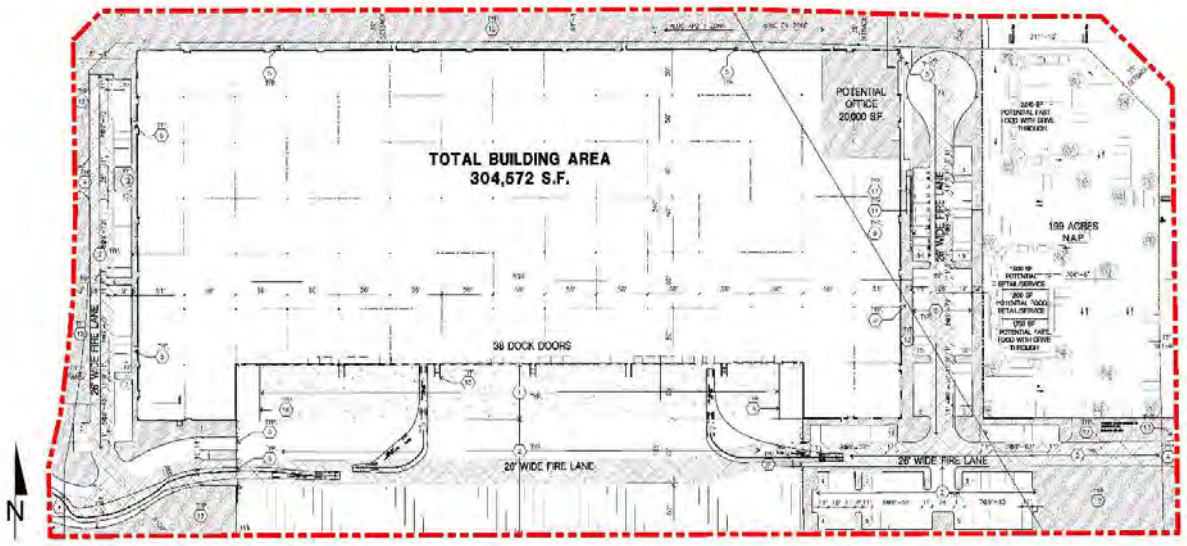
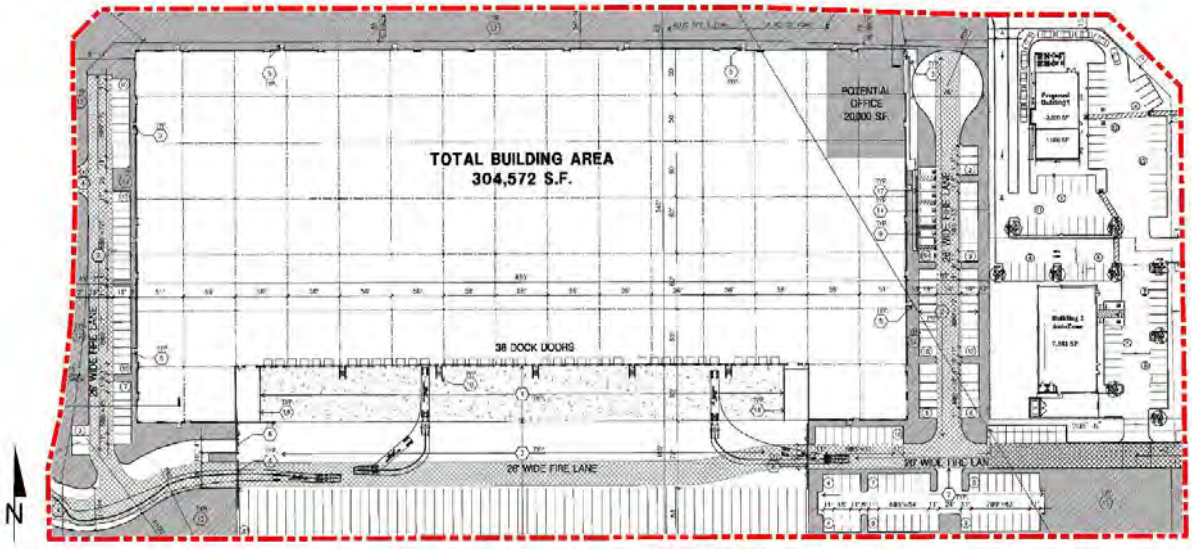


EXHIBIT 2: PROPOSED MAJOR MODIFICATION SITE PLAN



RECEIVER LOCATIONS

To assess the potential for long-term operational noise impacts, the following receiver locations, as shown on Exhibit 3, were identified as representative locations for analysis. Sensitive uses or receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. To describe the potential off-site Project noise levels, four receiver locations in the vicinity of the Project site were identified, including the location of the nearest existing noise sensitive residential receiver (R3) located approximately 432 feet east of the Project site. The selection of receiver locations is based on FHWA guidelines and is consistent with additional guidance provided by Caltrans and the FTA. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location.

R1: Location R1 represents the property line of the existing noise sensitive residence at 4111 Barrett Avenue, approximately 740 feet north of the Project site.

R2: Location R2 represents the property line of the existing noise sensitive residence at 77 Perry Street, approximately 738 feet north of the Project site. Based on a review of the current aerial photography, it appears that this receiver location no longer exists and has been developed for non-residential use.

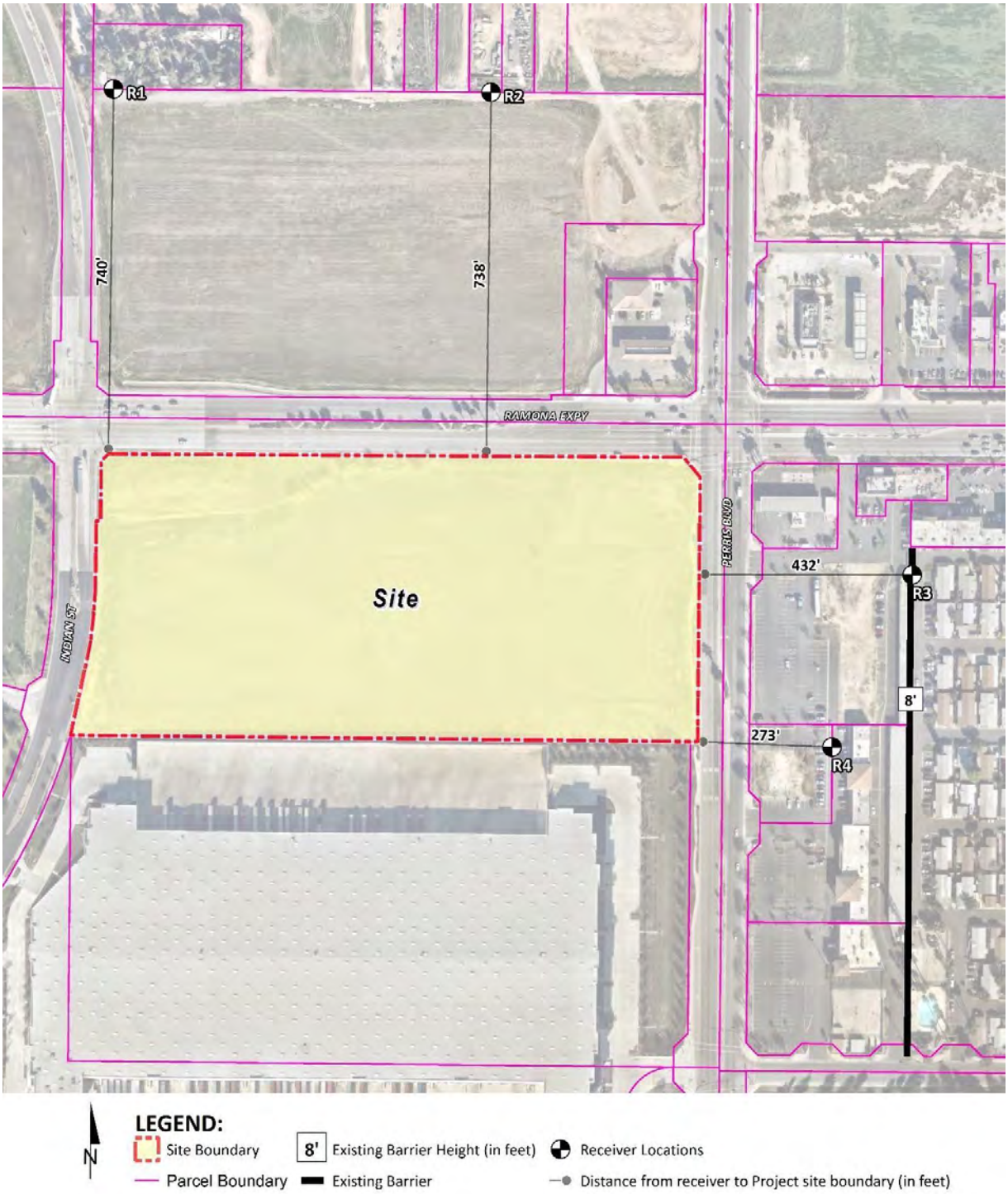
R3: Location R3 represents the property line of the existing noise sensitive residence at 80 E Dawes Street, approximately 432 feet east of the Project site.

R4: Location R4 represents the property line of The Islamic Center of Perris at 3895 North Perris Boulevard, approximately 273 feet southeast of the Project site

NOISE PREDICTION MODEL

To fully describe the exterior operational noise levels from the Project, Urban Crossroads, Inc. developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. CadnaA can analyze multiple types of noise sources using the spatially accurate Project site plan, georeferenced Nearmap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels. Using the ISO 9613-2 protocol, CadnaA will calculate the distance from each noise source to the noise receiver locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level at each receiver and the partial noise level contributions by noise source. The noise level calculations provided in this noise assessment account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. A default ground attenuation factor of 0.5 was used in the CadnaA noise analysis to account for mixed ground representing a combination of hard and soft surfaces.

EXHIBIT 3: RECEIVER LOCATIONS



OPERATIONAL NOISE ANALYSIS

This section analyzes the potential stationary-source operational noise impacts at the nearby receiver locations resulting from the operation of the proposed Expressway Commerce Center Project.

OPERATIONAL NOISE STANDARDS

To analyze noise impacts originating from a designated fixed location or private property such as the Expressway Commerce Center, operational are typically evaluated against standards established under a City's Municipal Code. The City of Perris Municipal Code, Chapter 7.34 Noise Control, Section 7.34.040, establishes the permissible noise level at any point on the property line of the affected residential receivers. Therefore, for residential properties, the exterior noise level shall not exceed a maximum noise level of 80 dBA L_{max} during daytime hours (7:01 a.m. to 10:00 p.m.) and shall not exceed a maximum noise level of 60 dBA L_{max} during the nighttime hours (10:01 p.m. to 7:00 a.m.) The City of Perris Municipal Code is included in Appendix 1.

OPERATIONAL NOISE SOURCES

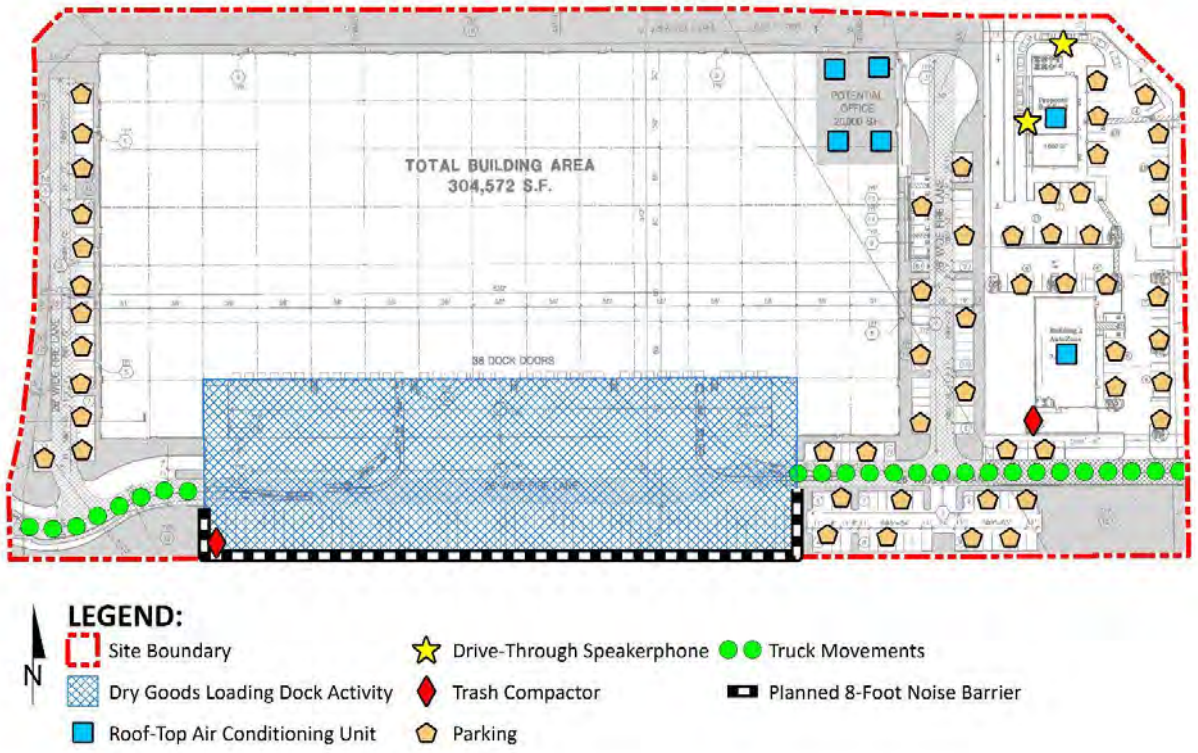
The Project-related noise sources are expected to include loading dock activities, truck movements, roof-top air conditioning units, drive-through speakerphones, trash enclosure activity, and parking lot vehicle movements. To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. The reference project operational and sound power levels outlined in the 2023 Noise Assessment are summarized below in Table 1. It is important to note that the following projected noise levels assume the worst-case noise environment with the loading dock activities, truck movements, roof-top air conditioning units, drive-through speakerphones, trash enclosure activity, and parking lot vehicle movements all operating at the same time. These sources of noise activity will likely vary throughout the day. The reference project operational noise levels are based on the Project related noise source activities shown on Exhibit 4.

TABLE 1: REFERENCE NOISE LEVELS

Noise Source[1]	Ref. Distance (Feet)	Noise Source Height (Feet)	Min./Hour[2]		Reference Noise Level (dBA L_{max})	
			Day	Night	@ Ref. Dist.	@ 50 Feet
Loading Dock Activity	30'	8'	60	60	75.6	71.2
Truck Movements	20'	8'	60	60	79.1	73.1
Roof-Top Air Conditioning Units	5'	5'	39	28	77.7	57.7
Drive-Through Speakerphone	15'	3'	60	30	65.3	54.8
Trash Enclosure Activity	8'	5'	60	30	87.0	71.1
Parking Lot Vehicle Movements	10'	5'	60	60	70.2	59.7

[1] As measured by Urban Crossroads, Inc.
[2] Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Daytime" = 7:01 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:00 a.m.

EXHIBIT 4: OPERATIONAL NOISE SOURCE LOCATIONS



OPERATIONAL NOISE LEVEL COMPLIANCE

Using the reference noise levels to represent the proposed Project operations, Urban Crossroads, Inc. calculated the operational source noise levels and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. Table 2 shows the Project operational noise levels are expected to range from 40.4 to 54.7 dBA L_{max} during daytime hours and 40.1 to 54.2 dBA L_{max} during nighttime hours at nearby sensitive receiver locations.

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Perris exterior noise level standards at nearby noise-sensitive receiver locations. Table 2 shows the operational noise levels associated with Expressway Commerce Center Project will not exceed the City of Perris 80 dBA L_{max} daytime and 60 dBA L_{max} nighttime exterior noise level standards at all nearby receiver locations. Therefore, consistent with the 2023 Noise Assessment, the operational noise impacts attributed to the Project are considered *less than significant* at the nearby noise-sensitive receiver locations.

TABLE 2: OPERATIONAL NOISE LEVEL COMPLIANCE

Receiver Location[1]	Project Operational Noise Levels (dBA L_{max})[2]		Exterior Noise Level Standards (dBA L_{max})[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	40.4	40.1	80	60	No	No
R2	43.7	42.5	80	60	No	No
R3	49.7	49.4	80	60	No	No
R4	54.7	54.2	80	60	No	No

[1] See Exhibit 3 for the receiver locations.
[2] Proposed Project operational noise level calculations are included in Appendix 2.
[3] City of Perris Municipal Code, Section 7.34.040 (Appendix 1).
[4] Do the estimated Project operational noise source activities exceed the noise level standards?
"Daytime" = 7:01 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:00 a.m.

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APPENDIX 1:

CITY OF PERRIS MUNICIPAL CODE

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CHAPTER 7.34. - NOISE CONTROL

Sec. 7.34.010. - Declaration of policy.

Excessive noise levels are detrimental to the health and safety of individuals. Noise is considered a public nuisance, and the city discourages unnecessary, excessive or annoying noises from all sources. Creating, maintaining, causing, or allowing to be created, caused or maintained, any noise or vibration in a manner prohibited by the provisions of the ordinance codified in this chapter is a public nuisance and shall be punishable as a misdemeanor.

(Code 1972, § 7.34.010; Ord. No. 1082, § 2(part), 2000)

Sec. 7.34.020. - Definitions.

(a) *General.* The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Ambient noise means the all-encompassing noise associated with a given environment usually being composed of sounds from many sources near and far. For the purpose of this chapter, ambient noise level is the level obtained when the noise level is averaged over a period of five minutes without inclusion of noise from isolated identifiable sources at the location and time of day near that at which a comparison is to be made.

Decibel (dB) means an intensity unit which denotes the ratio between two quantities which are proportional to power; the number of decibels corresponding to the ratio is ten times the common logarithm of this ratio.

Sound amplifying equipment means any machine or device for the amplification of the human voice, music or any other sound. The term "sound amplifying equipment" does not include standard vehicle radios when used and heard only by the occupants of the vehicle in which the vehicle radio is installed. The term "sound amplifying equipment," as used in this chapter, does not include warning devices on any vehicle used only for traffic safety purposes and shall not include communications equipment used by public or private utilities when restoring utility service following a public emergency or when doing work required to protect person or property from an imminent exposure to danger.

Sound level (noise level) in decibels is the value of a sound measurement using the "A" weighting network of a sound level meter. Slow response of the sound level meter needle shall be used except where the sound is impulsive or rapidly varying in nature, in which case, fast response shall be used.

Sound level meter means an instrument, including a microphone, an amplifier, an output meter and frequency weighting networks, for the measurement of sound levels, which satisfies the pertinent requirements in American National Standards Institute's specification S1.4-1971 or the most recent revision for type S-2A general purpose sound level meters.

(b) *Supplementary definitions of technical terms.* Definitions of technical terms not defined in this section shall be obtained from the American National Standards Institute's Acoustical Terminology S1-1971 or the most recent revision thereof.

(Code 1972, § 7.34.020; Ord. No. 1082, § 2(part), 2000)

Sec. 7.34.030. - Measurement methods.

(a) Sound shall be measured with a sound level meter as defined in section 7.34.020.

(b) Unless otherwise provided, outdoor measurements shall be taken with the microphone located at any point

on the property line of the noise source but no closer than five feet from any wall or vertical obstruction and three to five feet above ground level whenever possible.

(c) Unless otherwise provided, indoor measurements shall be taken inside the structure with the microphone located at any point as follows:

(1) No less than three feet above floor level;

(2) No less than five feet from any wall or vertical obstruction; and

(3) Not under common possession and control with the building or portion of the building from which the sound is emanating.

(Code 1972, § 7.34.030; Ord. No. 1082, § 2(part), 2000)

Sec. 7.34.040. - Sound amplification.

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.

Time Period	Maximum Noise Level
10:01 p.m.—7:00 a.m.	60 dBA
7:01 a.m.—10:00 p.m.	80 dBA

(Code 1972, § 7.34.040; Ord. No. 1082, § 2(part), 2000)

Sec. 7.34.050. - General prohibition.

(a) 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 decibels, it shall be presumed that the noise being created also is in violation of this section.

(b) 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:

(1) The level of the noise;

(2) Whether the nature of the noise is usual or unusual;

(3) Whether the origin of the noise is natural or unnatural;

(4) The level of the ambient noise;

(5) The proximity of the noise to sleeping facilities;

(6) The nature and zoning of the area from which the noise emanates and the area where it is received;

(7) The time of day or night the noise occurs;

(8) The duration of the noise; and

(9) Whether the noise is recurrent, intermittent or constant.

(Code 1972, § 7.34.050; Ord. No. 1082, § 2(part), 2000)

Sec. 7.34.060. - Construction noise.

It is unlawful for any person between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Construction activity shall not exceed 80 dBA in residential zones in the city.

(Code 1972, § 7.34.060; Ord. No. 1082, § 2(part), 2000)

Sec. 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 p.m. to 7:00 a.m. in any residential area unless a permit has been applied for and granted by the city.

(Code 1972, § 7.34.070; Ord. No. 1082, § 2(part), 2000)

Sec. 7.34.080. - Disturbing, excessive, offensive noises; 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:

(1) *Horns, signaling devices, etc.* Unnecessary use or operation of horns, signaling devices or other similar devices on automobiles, motorcycles or any other vehicle.

(2) *Radios, television sets, phonographs, loud speaking amplifiers and similar devices.* The use or operation of any sound production or reproduction device, radio receiving set, musical instrument, drums, phonograph, television set, loudspeakers, sound amplifier, or other similar machine or device for the producing or reproducing of sound, in such a manner as to disturb the peace, quiet or comfort of any reasonable person of normal sensitivity in any area of the city is prohibited. This provision shall not apply to any participant in a licensed parade or to any person who has been otherwise duly authorized by the city to engage in such conduct.

(3) *Animals.*

a. The keeping or maintenance, or the permitting to be kept or maintained, upon any premises owned, occupied or controlled by any person of any animal or animals which by any frequent or long-continued noise shall cause annoyance or discomfort to a reasonable person of normal sensitiveness in the vicinity.

b. The noise from any such animal or animals that disturbs two or more residents residing in separate residences adjacent to any part of the property on which the subject animal or animals are kept or maintained, or three or more residents residing in separate residences in close proximity to the

property on which the subject animal or animals are kept or maintained, shall be prima facie evidence of a violation of this section.

(4) *Hospitals, schools, libraries, rest homes, long-term medical or mental care facilities.* To make loud, disturbing, excessive noises adjacent to a hospital, school, library, rest home or long-term medical or mental care facility, which noise unreasonably interferes with the workings of such institutions or which disturbs or unduly annoys occupants in said institutions.

(5) *Playing of radios on buses and trolleys.* The operation of any radio, phonograph or tape player on an urban transit bus or trolley so as to emit noise that is audible to any other person in the vehicle is prohibited.

(6) *Playing of radios, phonographs and other sound production or reproduction devices in public parks and public parking lots and streets adjacent thereto.* The operation of any radio, phonograph, television set or any other sound production or reproduction device in any public park or any public parking lot, or street adjacent to such park or beach, without the prior written approval of the city manager or the administrator, in such a manner that such radio, phonograph, television set or sound production or reproduction device emits a sound level exceeding those found in the table in section 7.34.040.

(7) *Leaf blowers.*

a. The term "leaf blower" means any portable, hand-held or backpack, engine-powered device with a nozzle that creates a directable airstream which is capable of and intended for moving leaves and light materials.

b. 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.

c. 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.

d. 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.

(Code 1972, § 7.34.080; Ord. No. 1082, § 2(part), 2000)

Sec. 7.34.090. - Burglar alarms.

(a) Audible burglar alarms for structures or motor vehicles are prohibited unless the operation of such burglar alarm can be terminated within 20 minutes of being activated.

(b) Notwithstanding the requirements of this provision, any member of the county sheriff's department, Perris Division, shall have the right to take such steps as may be reasonable and necessary to disconnect any such alarm installed in any building, dwelling or motor vehicle at any time during the period of its activation. On or after 30 days from the effective date of the ordinance codified in this chapter, any building, dwelling or motor vehicle upon which a burglar alarm has been installed shall prominently display the telephone number at which communication may be made with the owner of such building, dwelling or motor vehicle.

(Code 1972, § 7.34.090; Ord. No. 1082, § 2(part), 2000)

Sec. 7.34.100. - Motor vehicles.

(a) Off-highway.

(1) Except as otherwise provided for in this chapter, it shall be unlawful to operate any motor vehicle of any

type on any site, other than on a public street or highway as defined in the California Vehicle Code, in any manner so as to cause noise in excess of those noise levels permitted for on-highway motor vehicles as specified in the table for "45-mile-per-hour or less speed limits" contained in section 23130 of the California Vehicle Code and as corrected for distances set forth in subsection (a)(2) of this section.

(2) The maximum noise level as the on-highway vehicle passes may be measured at a distance of other than 50 feet from the centerline of travel, provided the measurement is further adjusted by adding algebraically the application correction as follows:

Distance (feet)	Correction (decibels)
25	−6
28	−5
32	−4
35	−3
40	−2
45	−1
50 (preferred distance)	0
56	+1
63	+2
70	+3
80	+4
90	+5
100	+6

(b) Nothing in this section shall apply to authorized emergency vehicles when being used in emergency situations including the blowing of sirens and/or horns.

(Code 1972, § 7.34.100; Ord. No. 1082, § 2(part), 2000)

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APPENDIX 2:

CADNAA CONSTRUCTION NOISE CALCULATIONS

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16724 - Expressway Commerce Center

CadnaA Noise Prediction Model: 16724-02.cna
Date: 15.07.25
Analyst: B. Lawson

Calculation Configuration

Configuration	
Parameter	**Value**
General	
Max. Error (dB)	**0.00**
Max. Search Radius (ft)	**6561.70**
Min. Dist Src to Rcvr	**0.00**
Partition	
Raster Factor	**0.50**
Max. Length of Section (ft)	**3280.80**
Min. Length of Section (ft)	**3.30**
Min. Length of Section (%)	**0.00**
Proj. Line Sources	**On**
Proj. Area Sources	**On**
Ref. Time	
Daytime Penalty (dB)	**0.00**
Recr. Time Penalty (dB)	**5.00**
Night-time Penalty (dB)	**10.00**
DTM	
Standard Height (m)	**0.00**
Model of Terrain	**Triangulation**
Reflection	
max. Order of Reflection	**2**
Search Radius Src	**328.08**
Search Radius Rcvr	**328.08**
Max. Distance Source - Rcvr	**3280.84 3280.84**
Min. Distance Rvcr - Reflector	**3.28 3.28**
Min. Distance Source - Reflector	**0.33**
Industrial (ISO 9613 (1996))	
Lateral Diffraction	**some Obj**
Obst. within Area Src do not shield	**On**
Screening	**Incl. Ground Att. over Barrier**
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	**3.0 20.0 0.0**
Temperature (°F)	**50**
rel. Humidity (%)	**70**
Ground Absorption G	**0.50**
Wind Speed for Dir. (mph)	**6.7**
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height		Coordinates		
			Day	Night	CNEL	Day	Night	CNEL	Type	Auto	Noise Type			X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
RECEIVERS		R1	40.4	40.1	46.8	80.0	60.0	0.0				5.00	a	6264043.28	2253005.64	5.00
RECEIVERS		R2	43.7	42.5	49.2	80.0	60.0	0.0				5.00	a	6264808.43	2252998.87	5.00
RECEIVERS		R3	49.7	49.4	56.1	80.0	60.0	0.0				5.00	a	6265662.38	2252020.90	5.00
RECEIVERS		R4	54.7	54.2	60.9	80.0	60.0	0.0				5.00	a	6265499.72	2251671.63	5.00

Point Source(s)

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night			X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
AC01		AC01	89.4	89.4	89.4	Lw	89.4		585.00	0.00	252.00	5.00	g	6265100.06	2251892.07	30.00
AC02		AC02	89.4	89.4	89.4	Lw	89.4		585.00	0.00	252.00	5.00	g	6265088.82	2252137.69	30.00
AC03		AC03	89.4	89.4	89.4	Lw	89.4		585.00	0.00	252.00	5.00	g	6264862.33	2252113.56	58.00
AC04		AC04	89.4	89.4	89.4	Lw	89.4		585.00	0.00	252.00	5.00	g	6264907.03	2252113.56	58.00
AC05		AC05	89.4	89.4	89.4	Lw	89.4		585.00	0.00	252.00	5.00	g	6264858.89	2252188.35	58.00
AC06		AC06	89.4	89.4	89.4	Lw	89.4		585.00	0.00	252.00	5.00	g	6264904.45	2252190.07	58.00
POINTSOURCE		CAR01	91.4	91.4	91.4	Lw	91.4					5.00	a	6265132.74	2252100.31	5.00
POINTSOURCE		CAR02	91.4	91.4	91.4	Lw	91.4					5.00	a	6265132.74	2252140.01	5.00
POINTSOURCE		CAR03	91.4	91.4	91.4	Lw	91.4					5.00	a	6265131.80	2252176.91	5.00
POINTSOURCE		CAR04	91.4	91.4	91.4	Lw	91.4					5.00	a	6265196.72	2252047.53	5.00
POINTSOURCE		CAR05	91.4	91.4	91.4	Lw	91.4					5.00	a	6265196.26	2252083.97	5.00
POINTSOURCE		CAR06	91.4	91.4	91.4	Lw	91.4					5.00	a	6265195.79	2252121.80	5.00
POINTSOURCE		CAR07	91.4	91.4	91.4	Lw	91.4					5.00	a	6265182.24	2252162.43	5.00
POINTSOURCE		CAR08	91.4	91.4	91.4	Lw	91.4					5.00	a	6265114.52	2252060.14	5.00
POINTSOURCE		CAR09	91.4	91.4	91.4	Lw	91.4					5.00	a	6265081.83	2252059.21	5.00
POINTSOURCE		CAR10	91.4	91.4	91.4	Lw	91.4					5.00	a	6265124.80	2252016.24	5.00

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night			X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
POINTSOURCE		CAR11	91.4	91.4	91.4	Lw	91.4					5.00	a	6265195.32	2251952.25	5.00
POINTSOURCE		CAR12	91.4	91.4	91.4	Lw	91.4					5.00	a	6265196.72	2251907.42	5.00
POINTSOURCE		CAR13	91.4	91.4	91.4	Lw	91.4					5.00	a	6265199.53	2251863.51	5.00
POINTSOURCE		CAR14	91.4	91.4	91.4	Lw	91.4					5.00	a	6265198.13	2251824.28	5.00
POINTSOURCE		CAR15	91.4	91.4	91.4	Lw	91.4					5.00	a	6265150.95	2251895.27	5.00
POINTSOURCE		CAR16	91.4	91.4	91.4	Lw	91.4					5.00	a	6265150.95	2251858.37	5.00
POINTSOURCE		CAR17	91.4	91.4	91.4	Lw	91.4					5.00	a	6264035.72	2251784.11	5.00
POINTSOURCE		CAR18	91.4	91.4	91.4	Lw	91.4					5.00	a	6264074.92	2251792.65	5.00
POINTSOURCE		CAR19	91.4	91.4	91.4	Lw	91.4					5.00	a	6264074.28	2251827.73	5.00
POINTSOURCE		CAR20	91.4	91.4	91.4	Lw	91.4					5.00	a	6264073.65	2251861.87	5.00
POINTSOURCE		CAR21	91.4	91.4	91.4	Lw	91.4					5.00	a	6264074.60	2251900.43	5.00
POINTSOURCE		CAR22	91.4	91.4	91.4	Lw	91.4					5.00	a	6264074.28	2251935.20	5.00
POINTSOURCE		CAR23	91.4	91.4	91.4	Lw	91.4					5.00	a	6264073.65	2251963.64	5.00
POINTSOURCE		CAR24	91.4	91.4	91.4	Lw	91.4					5.00	a	6264075.55	2252003.15	5.00
POINTSOURCE		CAR25	91.4	91.4	91.4	Lw	91.4					5.00	a	6264074.60	2252037.92	5.00
POINTSOURCE		CAR26	91.4	91.4	91.4	Lw	91.4					5.00	a	6264075.23	2252086.28	5.00
POINTSOURCE		CAR27	91.4	91.4	91.4	Lw	91.4					5.00	a	6264074.92	2252121.68	5.00
POINTSOURCE		CAR28	91.4	91.4	91.4	Lw	91.4					5.00	a	6264073.97	2252162.77	5.00
POINTSOURCE		CAR29	91.4	91.4	91.4	Lw	91.4					5.00	a	6265141.68	2251964.80	5.00
POINTSOURCE		CAR30	91.4	91.4	91.4	Lw	91.4					5.00	a	6265099.18	2251965.95	5.00
POINTSOURCE		CAR31	91.4	91.4	91.4	Lw	91.4					5.00	a	6265084.36	2252017.71	5.00
POINTSOURCE		CAR32	91.4	91.4	91.4	Lw	91.4					5.00	a	6265043.86	2252015.60	5.00
POINTSOURCE		CAR33	91.4	91.4	91.4	Lw	91.4					5.00	a	6265052.91	2251964.86	5.00
POINTSOURCE		CAR34	91.4	91.4	91.4	Lw	91.4					5.00	a	6265077.51	2251793.37	5.00
POINTSOURCE		CAR35	91.4	91.4	91.4	Lw	91.4					5.00	a	6265037.85	2251793.37	5.00
POINTSOURCE		CAR36	91.4	91.4	91.4	Lw	91.4					5.00	a	6265058.58	2251741.10	5.00
POINTSOURCE		CAR37	91.4	91.4	91.4	Lw	91.4					5.00	a	6265041.46	2251701.45	5.00
POINTSOURCE		CAR38	91.4	91.4	91.4	Lw	91.4					5.00	a	6265018.03	2251741.10	5.00
POINTSOURCE		CAR39	91.4	91.4	91.4	Lw	91.4					5.00	a	6265001.81	2251701.45	5.00
POINTSOURCE		CAR40	91.4	91.4	91.4	Lw	91.4					5.00	a	6264927.91	2251741.10	5.00
POINTSOURCE		CAR41	91.4	91.4	91.4	Lw	91.4					5.00	a	6264913.50	2251702.35	5.00
POINTSOURCE		CAR42	91.4	91.4	91.4	Lw	91.4					5.00	a	6264865.73	2251742.90	5.00
POINTSOURCE		CAR43	91.4	91.4	91.4	Lw	91.4					5.00	a	6264851.32	2251705.06	5.00
POINTSOURCE		CAR44	91.4	91.4	91.4	Lw	91.4					5.00	a	6264891.87	2251790.67	5.00
POINTSOURCE		CAR45	91.4	91.4	91.4	Lw	91.4					5.00	a	6264847.71	2251791.57	5.00
POINTSOURCE		CAR46	91.4	91.4	91.4	Lw	91.4					5.00	a	6264947.74	2251821.31	5.00
POINTSOURCE		CAR47	91.4	91.4	91.4	Lw	91.4					5.00	a	6264994.60	2251853.75	5.00
POINTSOURCE		CAR48	91.4	91.4	91.4	Lw	91.4					5.00	a	6264947.74	2251891.60	5.00
POINTSOURCE		CAR49	91.4	91.4	91.4	Lw	91.4					5.00	a	6264995.50	2251930.35	5.00
POINTSOURCE		CAR50	91.4	91.4	91.4	Lw	91.4					5.00	a	6264949.54	2251958.28	5.00
POINTSOURCE		CAR51	91.4	91.4	91.4	Lw	91.4					5.00	a	6264993.70	2252015.96	5.00
POINTSOURCE		CAR52	91.4	91.4	91.4	Lw	91.4					5.00	a	6264949.54	2252046.59	5.00
POINTSOURCE		CAR53	91.4	91.4	91.4	Lw	91.4					5.00	a	6264990.99	2252087.15	5.00
POINTSOURCE		DT01	86.5	86.5	86.5	Lw	86.5		900.00	0.00	270.00	3.00	a	6265096.93	2252215.22	3.00
POINTSOURCE		DT02	86.5	86.5	86.5	Lw	86.5		900.00	0.00	270.00	3.00	a	6265059.44	2252134.36	3.00
POINTSOURCE		TRASH01	102.8	102.8	102.8	Lw	102.8		900.00	0.00	270.00	5.00	a	6264215.03	2251695.78	5.00
POINTSOURCE		TRASH02	102.8	102.8	102.8	Lw	102.8		900.00	0.00	270.00	5.00	a	6265065.50	2251822.87	5.00

Line Source(s)

Name	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Operating Time			Moving Pt. Src				Height	
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	Number			Speed		
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	Day	Evening	Night	(mph)	(ft)	
LINESOURCE		TRUCK01	91.4	91.4	91.4	70.5	70.5	70.5	Lw	91.4									8	a
LINESOURCE		TRUCK02	91.4	91.4	91.4	73.3	73.3	73.3	Lw	91.4									8	a

Name	ID	Height				Coordinates			
		Begin		End		x	y	z	Ground
		(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
LINESOURCE	TRUCK01	8.00	a			6264819.35	2251767.99	8.00	0.00
						6265225.82	2251770.59	8.00	0.00
LINESOURCE	TRUCK02	8.00	a			6264201.83	2251748.22	8.00	0.00
						6264164.31	2251750.80	8.00	0.00
						6264140.24	2251744.78	8.00	0.00
						6264098.12	2251727.59	8.00	0.00
						6264071.47	2251712.98	8.00	0.00
						6264031.07	2251708.68	8.00	0.00
						6263999.22	2251718.92	8.00	0.00

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL''			Lw / Li			Operating Time			Height	
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	(ft)	
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)		
AREASOURCE		DOCK01	115.7	115.7	115.7	75.5	75.5	75.5	Lw	115.7					8	a

Name	ID	Height				Coordinates			
		Begin		End		x	y	z	Ground
		(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
AREASOURCE	DOCK01	8.00	a			6264201.28	2251865.99	8.00	0.00
						6264819.35	2251866.85	8.00	0.00
						6264819.35	2251808.40	8.00	0.00
						6264819.35	2251682.03	8.00	0.00
						6264202.14	2251682.03	8.00	0.00

Barrier(s)

Name	Sel.	M.	ID	Absorption		Z-Ext.	Cantilever		Height				Coordinates			
				left	right		horz.	vert.	Begin		End		x	y	z	Ground
						(ft)	(ft)	(ft)	(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
BARRIERS			BARRIERS00001						8.00	a			6264201.90	2251731.88	8.00	0.00
													6264202.14	2251682.03	8.00	0.00
													6264819.35	2251682.03	8.00	0.00
													6264819.35	2251751.66	8.00	0.00

Building(s)

Name	Sel.	M.	ID	RB	Residents	Absorption	Height		Coordinates			
							Begin		x	y	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
BUILDING			BUILDING00001	x	0		53.00	a	6264094.68	2252205.54	53.00	0.00
									6264925.94	2252208.12	53.00	0.00
									6264925.08	2251807.54	53.00	0.00
									6264819.35	2251808.40	53.00	0.00
									6264819.35	2251866.85	53.00	0.00
									6264201.28	2251865.99	53.00	0.00
									6264203.00	2251805.82	53.00	0.00
									6264095.54	2251804.96	53.00	0.00
BUILDING			BUILDING00002	x	0		25.00	a	6265064.55	2252181.11	25.00	0.00
									6265110.78	2252182.05	25.00	0.00
									6265111.72	2252087.70	25.00	0.00
									6265065.48	2252087.23	25.00	0.00
BUILDING			BUILDING00003	x	0		25.00	a	6265066.88	2251951.32	25.00	0.00
									6265129.93	2251951.32	25.00	0.00
									6265131.34	2251837.36	25.00	0.00
									6265067.35	2251837.36	25.00	0.00

Appendix F

Expressway Commerce Center Trip Generation & VMT Assessment Technical Memorandum

TECHNICAL MEMORANDUM

DATE: July 14, 2025
TO: Lars Andersen, Pacific Development Partners
FROM: Charlene So, Urban Crossroads, Inc.
JOB NO: 16724-01 TA Memo

SUBJECT: EXPRESSWAY COMMERCE CENTER TRIP GENERATION & VMT ASSESSMENT

Urban Crossroads, Inc. has prepared the following Trip Generation & VMT Assessment for the Expressway Commerce Center development (Project), which is located on the southwest corner of Perris Boulevard and Ramona Expressway in the City of Perris. This letter describes the Project trip generation methodology and compares the trip generation to that evaluated in the Perris & Ramona Warehouse Focused Traffic & VMT Assessment (dated May 4, 2023, referred to as 2023 Traffic Assessment) in order to determine whether any additional traffic operations analysis is required. The project analyzed in the 2023 Traffic Assessment is referred to herein as "Approved Project."

PROJECT BACKGROUND

The Project was evaluated in the 2023 Traffic Assessment assuming the development of a 304,572 square foot industrial building, 1,600 square feet of commercial retail use, 3,760 square feet of fast-food restaurant with drive-through window use, and 1,600 square feet of fast-food without drive-through window use (identified as Alternative 2) for a total of 311,532 square feet. The Approved Alternative 2 site plan is provided in Exhibit 1.

The industrial building is proposed to remain at 304,572 square feet; however, the Project proposes a Major Modification for the retail component to include the development of 1,600 square feet of commercial retail use, 3,000 square feet of fast-food restaurant with drive-through window use, and a 7,381 square foot Auto Zone for a total of 316,553 square feet (net increase of 5,021 square feet). The Proposed Major Modification site plan is provided in Exhibit 2.

Warehouse Office	20,000 SF	20,000 SF
Commercial Use	6,960 SF	11,981 SF
TOTAL	**311,532 SF**	**316,553 SF**

Figure 1: Approved Alternative 2 Site Plan

EXHIBIT 1: APPROVED ALTERNATIVE 2 SITE PLAN

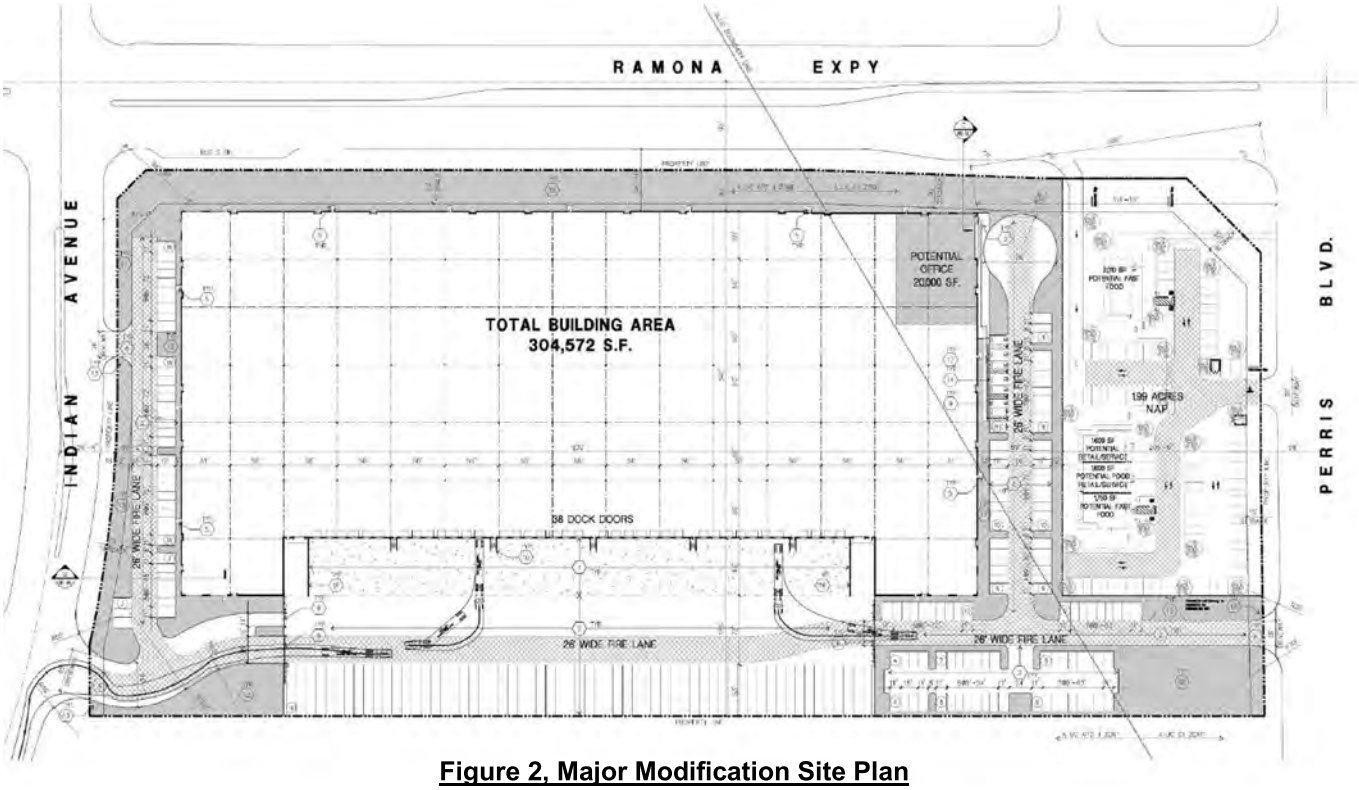
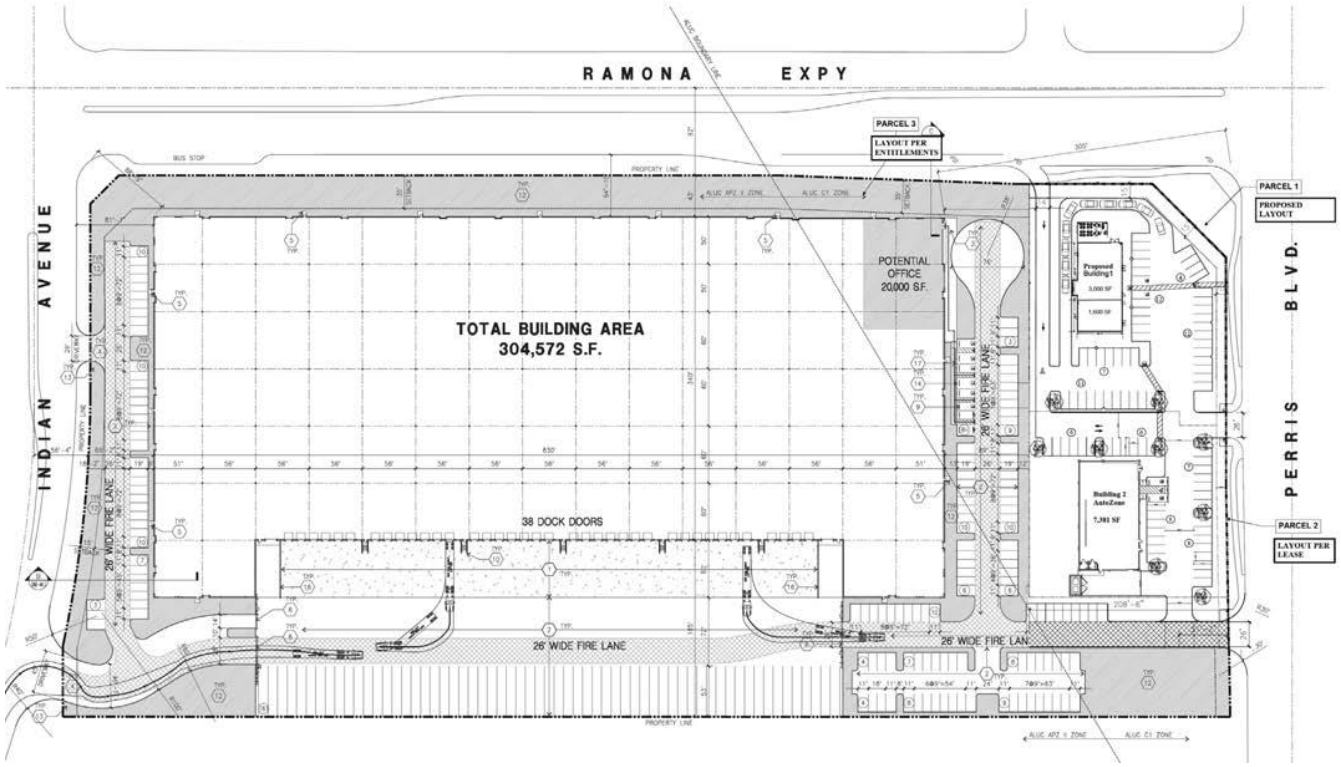


Figure 2, Major Modification Site Plan

EXHIBIT 2: PROPOSED MAJOR MODIFICATION SITE PLAN



TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

2023 TRAFFIC ASSESSMENT

The 2023 Traffic Assessment evaluated the development of a 304,572 square foot industrial building, 1,600 square feet of commercial retail use, 3,760 square feet of fast-food restaurant with drive-through window use, and 1,600 square feet of fast-food without drive-through window use. In order to develop the traffic characteristics of the Project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) were used to estimate the trip generation. Since the industrial component is not changing, the trip generation as evaluated in the 2023 Traffic Assessment is summarized in Table 1 for the retail component only. As shown in Table 1, the Project was anticipated to generate a net total of 1,166 two-way trips per day with 125 AM peak hour trips and 89 PM peak hour trips for the previously approved 6,960 square feet of retail/food use.

TABLE 1: 2023 TRIP GENERATION SUMMARY

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Strip Retail	1.60	TSF	2	2	4	5	5	10	88
Fast-Food With Drive-Thru	3.76	TSF	86	82	168	65	60	125	1758
Fast-Food Without Drive-Thru	1.60	TSF	40	29	69	27	27	54	722
Pass-by Reductions			-58	-58	-116	-50	-50	-100	-1402
Total Trips	**6.96**	**TSF**	**70**	**55**	**125**	**47**	**42**	**89**	**1,166**

[1] TSF = Thousand Square Feet

PROPOSED PROJECT

The Proposed Project consists of 1,600 square feet of commercial retail use, 3,000 square feet of fast-food restaurant with drive-through window use, and a 7,381 square foot Auto Zone for a total of 11,981 square feet as compared to the retail component previously analyzed in the 2023 Traffic Assessment. In order to develop the traffic characteristics of the Proposed Project, trip-generation statistics are published in the latest ITE Trip Generation Manual (11th Edition, 2021) were utilized. Project trip generation rates are summarized in Table 2. The Major Modification proposed to the retail component is anticipated to generate a total of 806 two-way trips per day with 86 AM peak hour trips and 69 PM peak hour trips (see Table 2).

TABLE 2: PROJECT TRIP GENERATION

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Automobile Parts/Service	TSF	943	1.38	0.53	1.91	0.80	1.26	2.06	16.60
Strip Retail	TSF	822	1.42	0.94	2.36	3.30	3.29	6.59	54.45
Fast-Food With Drive-Thru	TSF	934	22.75	21.86	44.61	17.18	15.85	33.03	467.48

[1] Trip Generation Source: ITE Trip Generation Manual, 11th Edition (2021).

[2] TSF = Thousand Square Feet

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Auto Zone	7.381	TSF	10	4	14	6	9	15	124
Retail	1.600	TSF	2	2	4	5	5	10	88
Pass-by (40% PM/Daily)			0	0	0	-2	-2	-4	-36
Fast-food With Drive-Thru	3.000	TSF	68	66	134	52	48	100	1402
Pass-by (50% AM; 55% PM/Daily)			-33	-33	-66	-26	-26	-52	-772
Total Trips	**11.981**	**TSF**	**47**	**39**	**86**	**35**	**34**	**69**	**806**

[1] TSF = Thousand Square Feet

TRIP GENERATION COMPARISON

Table 3 summarizes the trip generation comparison between the Approved Project (per the 2023 Traffic Assessment, refer to Table 1) in comparison to the Proposed Project (Table 2). The trip generation has been compared by taking the Proposed Project trip generation and subtracting the Alternative 2 Approved Project trip generation to determine the net change in trips from the 2023 Traffic Assessment. A negative value would represent a net reduction in trips for the Proposed Project as compared to the Approved Alternative 2 and a positive value would represent a net increase. As shown, the Proposed Project is anticipated to result in a net reduction of 360 two-way trips per day with a net reduction of 39 AM peak hour trips and 20 PM peak hour trips in comparison to the trips evaluated for the Alternative 2 in the 2023 Traffic Assessment.

TABLE 3: TRIP GENERATION COMPARISON

Trip Generation Comparison	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
2023 Traffic Assessment	6.960	TSF	70	55	125	47	42	89	1,166
Proposed Project	11.981	TSF	47	39	86	35	34	69	806
Net Change in Trips	**5.021**	**TSF**	**-23**	**-16**	**-39**	**-12**	**-8**	**-20**	**-360**

[1] TSF = Thousand Square Feet

VEHICLE MILES TRAVELED (VMT)

In the 2023 Traffic Assessment, the Project's industrial component met the Daily Trip Screening criteria. It is our understanding that this component will remain unchanged and will continue to meet the applicable screening threshold.

The retail component is proposing a modest increase in square footage; however, the total retail area will remain under 50,000 square feet and will continue to meet the Local-Serving Land Use screening criteria. No additional VMT analysis is required.

FINDINGS

As noted previously, the Proposed Project is anticipated to result in a net reduction in the daily and peak hour trips as compared to the Approved Project evaluated in the 2023 Traffic Assessment. The City's Guidelines indicate that a level of service (LOS)-based traffic study should be prepared if a project contributes 50 or more net new peak hour trips to any off-site intersection. Since the Project would generate fewer than 50 net new peak hour trips (reduction of trips from the Approved Alternative 2), it does not appear that the 2023 Traffic Assessment needs to be revised (see Table 3).

If you have any questions, please contact me directly at cso@urbanxroads.com.

Appendix G

Additional Alternatives Information document for Approved Alternative 2

ADDITIONAL ALTERNATIVES INFORMATION

for

Perris Valley Commerce Center Specific Plan, Amendment No. 13
SPA19-05287

Lead Agency:

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951.943.5003
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cpower@interwestgrp.com

Project Proponent:

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C/O Pacific Development Partners
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Prepared by:

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June 2023

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ADDITIONAL ALTERNATIVES INFORMATION
"EXPRESSWAY COMMERCE CENTER"

1.0 INTRODUCTION

In 2020, PR Partners, LLC (Project applicant) proposed a thirteenth Amendment (SPA19-05287) to the Perris Valley Commerce Center Specific Plan (PVCCSP)(SPA13) and a Development Plan Review (DPR 19-00012) for the development of a 347,918-square-foot light industrial building with 339,918 square feet of non-refrigerated warehouse space and 8,000 square feet of office space. The California Environmental Quality Act (CEQA) requires the City, as the lead agency for this action, to evaluate the potential environmental impacts of the project and determine if its potentially significant impacts can be adequately reduced or eliminated (i.e., mitigated) or if its benefits outweigh its anticipated significant impacts. For this CEQA analysis, the City required preparation of an Environmental Impact Report (EIR), which is the most extensive evaluation that can be performed under CEQA.

As part of the EIR, CEQA and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) require an evaluation of alternatives to the proposed action. The purpose of the alternatives evaluation under CEQA is to determine whether one or more feasible alternatives is capable of reducing potentially significant impacts of a preferred project to a less than significant level. The EIR examined a "no project" alternative plus three different development alternatives: (1) Commercial Uses; (2); Lower Intensity Industrial; and (3) Lower Intensity Business/Office Park.

The EIR, along with the original alternatives analysis, was presented to the City Planning Commission on May 18, 2022, and the City Council on July 26, 2022. At that time the Planning Commission and City Council indicated they preferred a smaller warehouse with limited commercial uses (i.e., Alternative 2, Lower Intensity Industrial) to the proposed Project. However, the City Council requested more specific information on potential development and impacts of this Alternative 2 prior to making a decision on the Project and its EIR. Based on comments by the Planning Commission and City Council, the Project applicant has reevaluated the Project and refined Alternative 2 compared to the information presented in the Draft EIR (DEIR).

The following document provides additional information on a "new Alternative 2 Site Plan", now referred to as the "Expressway Commerce Center", to clarify its specific development characteristics and potential environmental impacts of this alternative relative to the original proposed Project and EIR information. This material includes a specific site plan and technical environmental analyses of the site plan and its potential impacts.

Prior to evaluating the refined Alternative 2, the following provides some background information to the reader on the general requirements of alternatives in an EIR and specific information on the Project Alternatives in the PVCC SPA13 EIR.

1.1 CEQA Requirements for Alternatives

State CEQA Guidelines Section 15126 states the following:

Section 15126.6 (a) *Alternatives to the Proposed Project. An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain*

most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.

Section 15126.6 (b) *Purpose. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly.*

CEQA requires the EIR to examine a reasonable range of alternatives as well as alternatives that reduce or eliminate one or more significant impacts of the project. However, it should be noted that, as analyzed in Section 4, Environmental Impact Evaluation and as summarized in Section 1, Executive Summary, the DEIR concluded the Project would not have any significant impacts that could not be mitigated to less than significant levels. Therefore, no alternatives are necessarily needed to reduce one or more significant impacts of the Project as normally required by CEQA for an EIR. The selection of a reasonable range of alternatives would therefore depend more on preferred or acceptable land uses and the degree to which they achieve the objectives of the Project.

1.2 Proposed Project

The EIR Project proposed a Specific Plan Amendment to accommodate the development of a 347,918-square-foot light-industrial warehouse building (which includes 8,000 square feet of office area) on a 16-acre site. The existing and proposed General Plan Land Use Designation for the Project site is Perris Valley Commerce Center Specific Plan (PVCCSP). The existing Zoning classification is also PVCCSP. The existing PVCCSP land use designation for the site is Commercial while the proposed PVCCSP land use designation is Light Industrial. Land uses adjacent to the Project site include undeveloped land and commercial uses to the north; the light industrial Fallas Distribution Center to the south; commercial uses and a mobile home park to the east; and the light industrial Lowes Distribution Center to the west.

The PVCCSP is designed to encourage a mix of land uses that provide interrelated opportunities. The commerce center land use designations include General Industrial (GI), Light Industrial (LI), Business/Professional Office (BPO) and Commercial (C). There are two areas of residential designations that are intended to recognize two existing communities: (1) Residential (R) for the community located south of Markham Street, east of Webster Avenue, and north of Ramona Expressway; and (2) Multi-Family Residential (MFR-14) for the mobile home community located north of Dawes Street and easterly of Perris Boulevard (one block east of the Project site).

1.3 Project Objectives

As discussed in the DEIR, the following are the applicant's objectives for the proposed Project:

- Provide additional warehouse space needed to meet regional demand.
- Provide employment opportunities for local residents.
- Meet the applicable General Plan goals regarding the proposed land use.
- Introduce uses compatible with site constraints and regulatory limitations (e.g., ALUC).

- Develop a project that integrates with and compliments the existing development pattern for this portion of the Ramona Corridor.
- Develop a project that enhances views of this City entryway.
- Provide benefits to the City with increases property tax revenue and new employment while minimizing adverse environmental impacts.
- Develop a project that will be economically feasible and operationally stable to meet the needs of businesses wishing to locate into this portion of the City of Perris

1.4 Constraints on Alternatives Selection

Section 4.8 of the DEIR, Land Use and Planning, provides the following information regarding the Project's consistency with the Airport Land Use Compatibility Plan (ALUCP) for the nearby March Air Reserve Base as well as related Air Force Safety Zones:

ALUCP Consistency

The Project site is within the boundaries of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) which is monitored and maintained by the Riverside County Airport Land Use Commission (ALUC). The Project site is designated for commercial uses at present under the PVCCSP, but the Project applicant proposes light industrial (warehousing) uses. The 15.7-acre site falls within two March ALUCP Compatibility Zones[1] - the western 11.8 acres are within Zone B1-APZ-II and the eastern 3.90 acres are within Zone C1 ("Clear Zone") (see EIR Figure 4.8-3, *Airport Compatibility*). The DEIR Project was submitted to ALUC for consideration and on July 9, 2020, ALUC determined the DEIR Project was consistent with the March ALUCP as long as it complied with a number of site and building design conditions (see Initial Study Subsection V.9, Hazards and Hazardous Materials, and its Mitigation Measure MM-HAZ-3). The ALUC staff report indicated the DEIR Project as proposed was consistent with the various compatibility criteria established for the two onsite zones (B1-APZ-II and C1 – these two zones have different criteria with Zone C1 being the less restrictive).

The reason the proposed DEIR Project was consistent with the compatibility criteria of the two aircraft safety zones is that most of the Project is warehousing which has very few employees per square foot while the office use is located in the C1 zone which has less stringent density requirements (i.e., employees or persons per acre). One of the compatibility measures is the maximum single acre figure. The warehouse portion of the DEIR Project that is within Zone B1-APZ-II has 44 persons per acre while the density criteria for that zone is 50 persons per acre, so the proposed low intensity warehouse use would reach almost 90 percent of the density criteria. It should be noted that the density criteria for commercial uses is substantially higher than the criteria for warehousing or office uses. Given this, it is likely that any reasonable type of commercial project proposed on this site, especially any portion in Zone B1-APZ-II, would exceed the March ALUCP single acre density criteria. Under those circumstances, ALUC staff would be unlikely to recommend approval of all commercial uses on the Project site.

Air Force Safety Zones

In addition to the March ALUCP safety zones, the Air Force maintains its own safety zone

[1] New employment generation figures range from 1 employee/1500 square feet (SF) per the PVCCSP up to 1 employee/485 square feet per ALUC. Total Project could generate from 232 employees (347,918 total SF divided by 1500 SF/employee) up to 717 employees (347,918 total SF divided by 485 SF/employee).

restrictions around March Air Reserve Base as part of its Air Installations Compatible Use Zones (AICUZ) program (last updated in 2018). Under the AICUZ program, the DEIR determined the proposed Project site had a maximum density limit of 50 persons per acre in the APZ-II zone as well.

Updated ALUCP Consistency

On January 12, 2023, the ALUC found the Revised Alternative 2 Project compatible or consistent with the 2014 March ALUCP and recommended the City adopt modified conditions of approval for the modified Alternative 2 Project (see discussion on Hazards and Hazardous Materials and ALUC Letter in **Appendix E**).

1.5 EIR Alternatives Considered but Rejected

The PVCCSP currently designates the site for 15.7 acres of commercial uses (approximately 273,557 square feet based on a floor area ratio or FAR of 0.4). This typically becomes the "No Project – General Plan" alternative to be evaluated in the EIR. A variety of commercial uses were considered for the site. While it might be possible to place retail commercial uses on the eastern 3.9 acres of the site in Zone C1, it is problematic whether any type of standard retail commercial project would be consistent with the March ALUCP density criteria for the western 11.8 acres of the site.

Due to the March ALUCP and AICUZ per one acre density limitations, any retail commercial space on the western portion of the site (11.8 acres) would have to be divided up and arranged in eleven (11) separate "units" with 5,750 square feet per acre (FAR 0.13) and two small restaurants on the eastern 3.9 acres. Even this limited physical arrangement would still constitute a "shopping center" which is not allowed within the APZ-II zone per AICUZ. For the purposes of this analysis, the term commercial could also apply to office uses depending on the number of employees generated per square foot. Due to the ALUCP/AICUZ limitations, there does not appear to be any feasible "all retail commercial" or "small offices" alternatives that could be developed on the Project site. Compared to the proposed light industrial use, an "all retail commercial" alternative, could have different localized impacts, primarily potential health risks from more truck traffic relative to passenger vehicle traffic. However, the commercial square footage currently allowed under the General Plan, if developed as retail commercial uses, would have equivalent or greater regional impacts (e.g., traffic, air quality, airport safety) compared to the proposed light industrial use.

The only type of "all commercial" alternative that could be feasible is to place retail uses like a gas station and possibly a small restaurant at the northeast corner of the site, within the C1 zone (i.e., it is also the southwest corner of the Ramona Expressway/Perris Boulevard intersection). The rest of the site could be developed as one or more types of low occupancy commercial uses such as a car dealership, nursery, and/or public storage. Different combinations of these uses are considered under the "No Project – General Plan" Alternative. Several other "low intensity" storage-oriented commercial uses that could meet the ALUCP/AICUZ limitations were also considered under the "No Project – General Plan" Alternative including truck parking/storage or equipment/materials storage. However, these would detract visually from this City "gateway", so these two specific uses were not considered further. Additionally, in general, lower intensity commercial uses would not generate as many jobs as higher intensity uses. As previously stated, all of the potential "all retail commercial" or "mixed-use commercial/residential" alternatives were rejected as being infeasible due to ALUCP/AICUZ limitations.

In addition to all of the "all commercial" alternatives outlined above; several lower intensity mixed-use (commercial/residential) alternatives were considered. These alternatives would place retail

commercial uses on 3.9 acres in the eastern portion of the site within the C1 zone and low or very low density residential in the western 11.8 acres of the site within the APZ-II zone. However, there were no mixed-use alternatives with medium or higher density residential uses that would meet the ALUCP/AICUZ density limitations. Although higher density residential uses may be consistent in terms of surrounding land uses, the size and location of the site, and especially the ALUCP/AICUZ density limitations, would preclude all but extremely low-density residential uses. Additionally, residential uses do not generate any additional long-term employment opportunities in the City. Therefore, no mixed-use commercial-residential alternatives were selected for more detailed analysis.

The only other non-residential or non-commercial alternatives that would not detract visually from this entry point to the City, provide added employment, and meet the other objectives of both the PVCCSP and the proposed Project to some degree would be “lower intensity warehousing” (with retail at the northeast corner) and “low intensity business/office park” uses.

1.6 Alternatives Considered in the DEIR

Based on the preceding analysis, the DEIR examined the following reasonable range of alternatives to the proposed Project in detail:

1) **No Project – No Development.** This alternative would leave the site in its vacant condition.

2) **Alternative 1 - Commercial Use.** This “No Project” alternative would implement the existing PVCCSP designation on the site. This alternative includes development of a gas station with 4,500-square-foot convenience store and 16-vehicle fueling positions, 2,200-square-foot fast-food restaurant with drive-through window use in the northeast portion of the site to stay within the C1 zone. This alternative also included the following two options for low intensity or low occupancy commercial uses on the rest of the site: (a) a 1,374-unit Self-Storage Facility; or (b) an 11.90-acre Nursery.

3) **Alternative 2 - Lower Intensity Industrial.** This alternative would have approximately 290,000 square feet of only high cube or e-commerce warehousing, not general warehousing, located in the central and western portions of the site. This alternative would have 83% of the floor area compared to 347,918 square feet for the proposed Project. This alternative would also have retail commercial (a gas station and one small restaurant pad as described under Alternative 1) in the northeast portion of the site).

4) **Alternative 3 – Low Intensity Business/Office Park.** This alternative would have 76,920 square feet of lower intensity business park/office uses in 4 buildings in the central and western portions of the site. This alternative would also have retail commercial (a gas station and one small restaurant pad as described under Alternative 1) in the northeast portion of the site).

Table 1, *Summary of EIR Alternatives*, provides the summary of information and analysis from the DEIR regarding its three (3) proposed alternatives.

Table 1
Summary of EIR Alternatives

Characteristics	Proposed Project	Alternative 1 Commercial Use	Alternative 2 Lower Intensity Industrial	Alternative 3 Low Intensity Business/Office
Land Use				
Industrial[1]	347,918 SF	0	290,000 SF	0
Retail	0	6,700 SF	6,700 SF	6,700 SF
Commercial	0		0	
Bus. Park/Office	0	0	0	76,920 SF
Other	0	1,374-unit SSF **OR** 11.9-acre Nursery	0	0
Trip Generation		**SSF** **Nursery**		
Total Vehicles	492	1,704 1,402	1,812	2,152
PCE[2]	612	0 0	1,912	0
Peak AM	42	172 155	158	241
Peak PM	48	159 130	180	213
VMT[3]		**SSF** **Nursery**		
Amount	<500	>500 (LS) >500 (LS)	>500 (GS=LS)	>500 (GS=LS)
Significant?	No	No No	No	No

Sources: MFCS 2021 and Urban Crossroads 2021, Tables 2, 4-6 SF = Square Feet SSF = Self-Storage Facility

[1] High-Cube Transload/Short-term Storage Warehouse

[2] Passenger Car Equivalent (PCE) factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses.

[3] <500 = projects with under 500 daily trips are considered to have less than significant vehicle miles traveled (VMT) impacts. >500 = projects with over 500 daily trips require more analysis, but presence of a gas station (GS), which generates the majority of trips, is a local-serving (LS) use which is considered to have a less than significant VMT impact.

1.7 City Discussion of Alternatives

After discussion, the City Council indicated it preferred the overall characteristics of the Lower Intensity Industrial Alternative (i.e., Alternative 2) but wanted more specific information about its development characteristics, layout, and potential environmental impacts. The following sections present the requested detailed information on Alternative 2.

2.0 ALTERNATIVE 2 DESCRIPTION

The DEIR described the Lower Intensity Industrial Alternative as having approximately 290,000 square feet of only high cube or e-commerce warehousing, not general warehousing, located in the central and western portions of the site. The DEIR stated this alternative would have 17% less floor area compared to 347,918 square feet for the proposed Project and would also have a small (2-acre) retail commercial center in the northeast corner of the site consisting of a gas station and one small restaurant pad.

The currently proposed Alternative 2 Site Plan would have 304,572 square feet of warehousing (which includes 20,000 square feet of office area) on 13.5 acres and, in the eastern portion of the site, 6,960 square feet of commercial uses on 2 acres (see **Figure 1a, *Proposed Alternative 2 Site Plan***, **Figure 1b, *Proposed Alternative 2 Commercial Site Details***, *and* **Figure 2, *Proposed Alternative 2 Elevations***). The currently proposed warehouse building would contain 12.5 percent

less square feet than the original proposed Project (304,572 vs. 347,918 square feet). The 2-acre commercial center would potentially consist of two buildings with a total of 6,960 square feet of commercial space. The northern building is proposed to have a 2,010-square-foot fast-food restaurant while the southern building would have a 1,750-square-foot fast-food restaurant, 1,600 square feet of food and/or retail space, and 1,600 square feet of retail space (see **Figure 1b, *Proposed Alternative 2 Commercial Site Details***).

It should be noted that the project applicant intends to process an application for a Conditional Use Permit (CUP) so that both of the fast-food restaurants would include single or double drive-throughs. Therefore, the air quality, greenhouse gas, noise, and traffic technical studies supporting this Additional Alternatives Analysis document include double drive-throughs for the two fast food restaurant uses to provide a "worst-case analysis" and so that additional studies would not be needed for the CUP application. The future CUP, when presented to the City Council, would be within the envelope of the worst-case analysis conducted in this Additional Alternatives Analysis.

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The proposed alternative would be accessed via five (5) driveways. Two (2) driveways (northern and southern) on Indian Avenue, two (2) driveways (northern and southern) on Perris Boulevard, and one (1) driveway on Ramona Expressway (see **Figure 1a, *Proposed Alternative 2 Site Plan***).

The northern driveway on Indian Avenue would be 26 feet wide and allow right-in/right-out passenger car access only to the industrial portion of the site. The southern, signalized driveway on Indian Avenue would be 45 feet wide and allow only truck access to the industrial portion of the site, with full turning movements.

The northern driveway on Perris Boulevard would be 26 feet wide and allow right-in/right-out passenger car access to the commercial portion of the site. The southern driveway on Perris Boulevard would also be 26 feet wide and allow right-in/right-out passenger car access to the industrial portion of the site. It should be noted that the southern driveway could also potentially be designed to provide access to the commercial portion of the site.

The proposed alternative also includes a right-in only driveway on Ramona Expressway providing access into just the commercial portion of the site; the existing Ramona Expressway right turn lane would need to be extended approximately 250 feet to the west to allow for additional deceleration (see **Figure 3, *Proposed Right-In Only Driveway***).

Figure 1a, Proposed Alternative 2 Site Plan

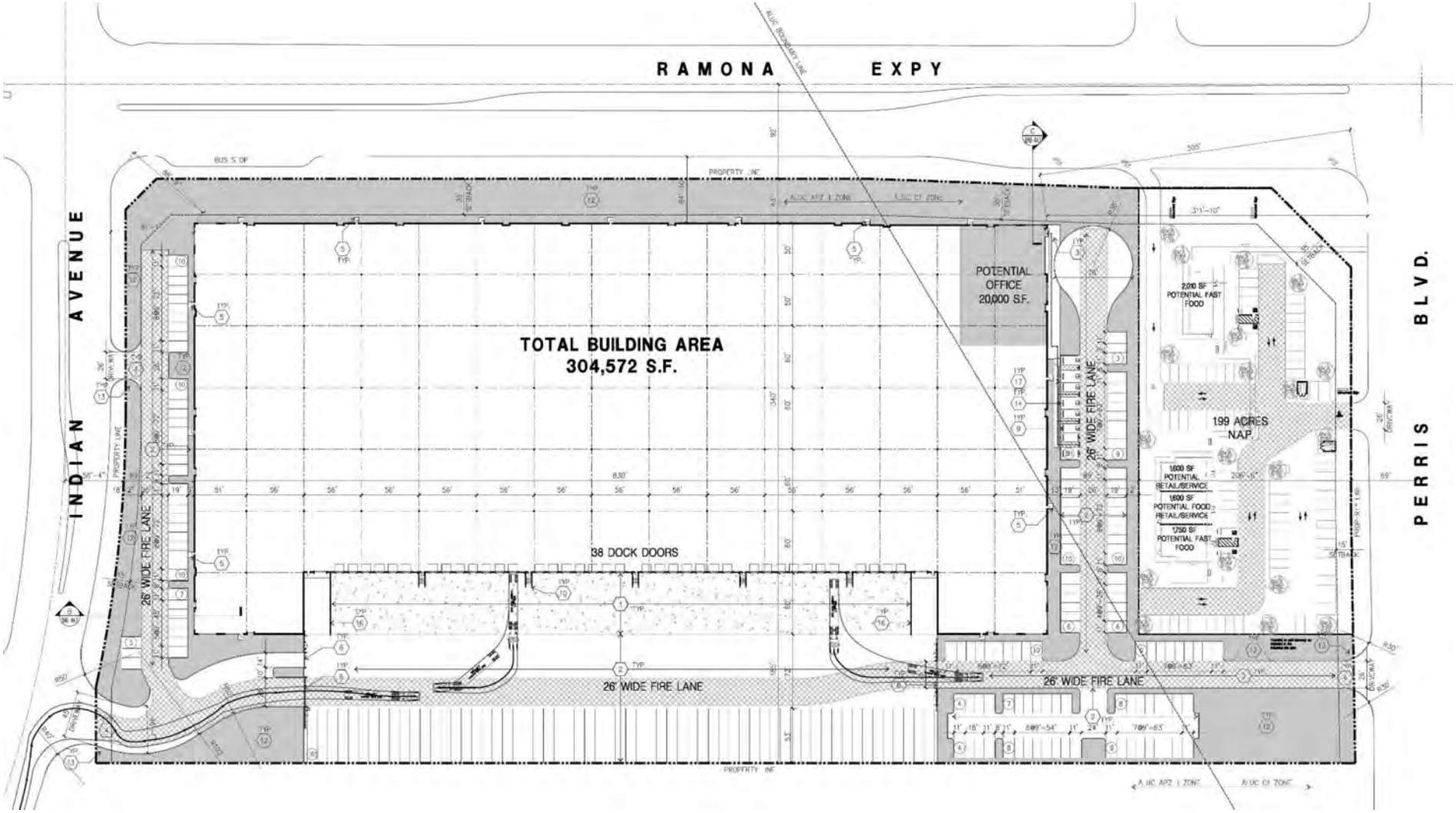


Figure 1b, Proposed Alternative 2 Commercial Site Details

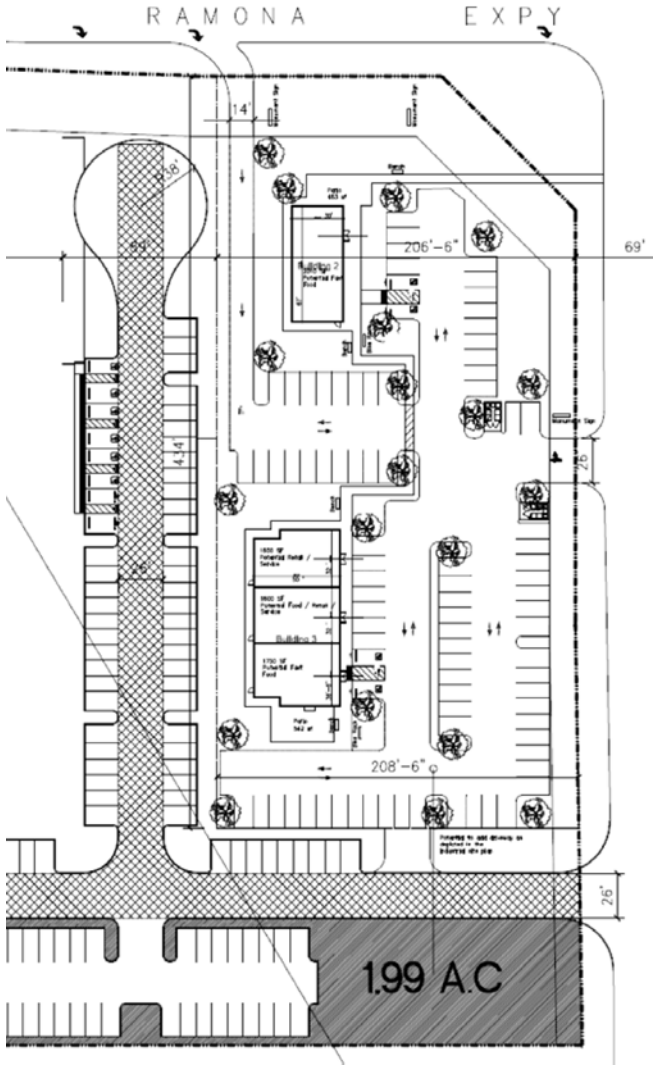


Figure 2, Alternative 2 Elevations

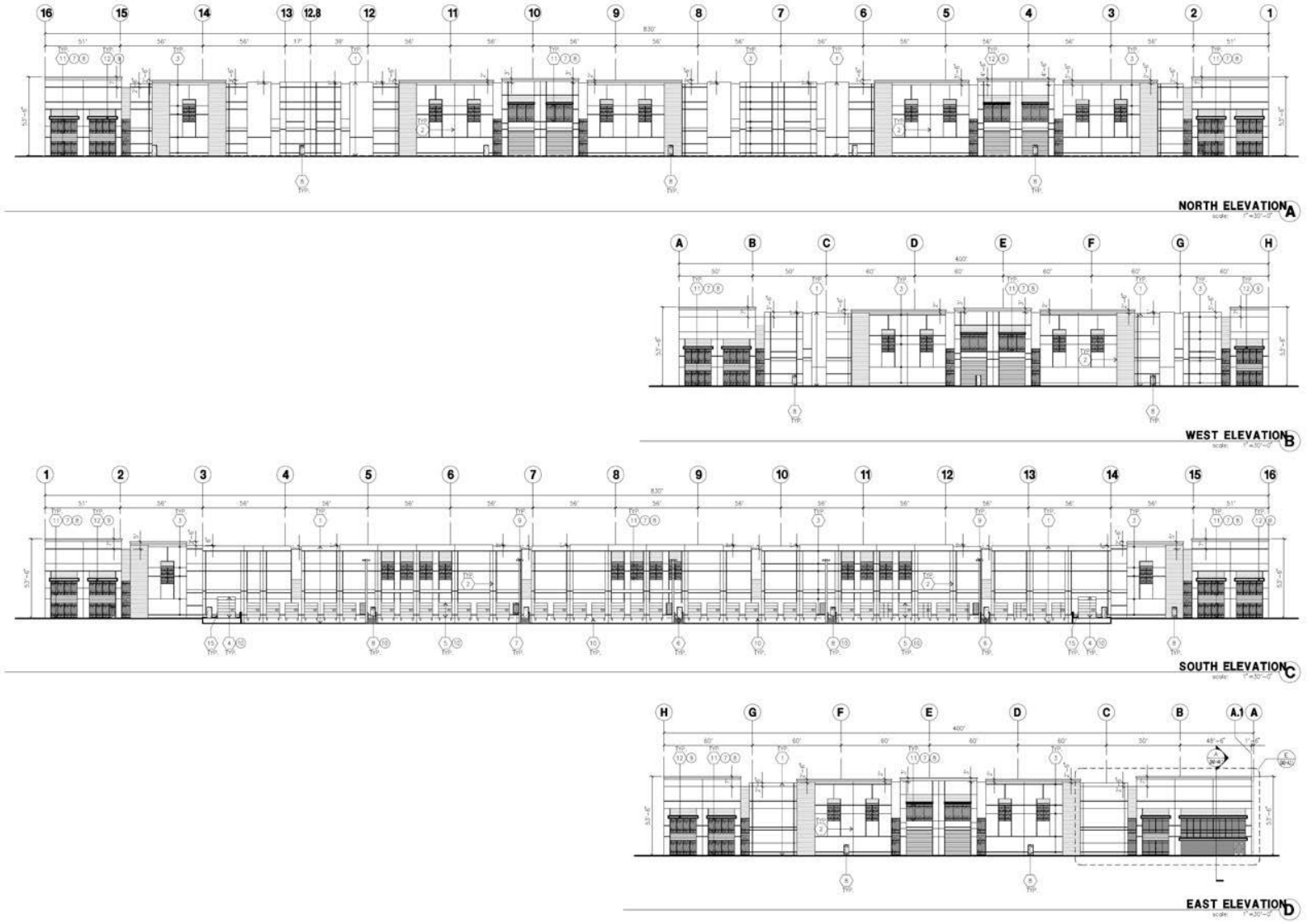


Figure 2, Continued

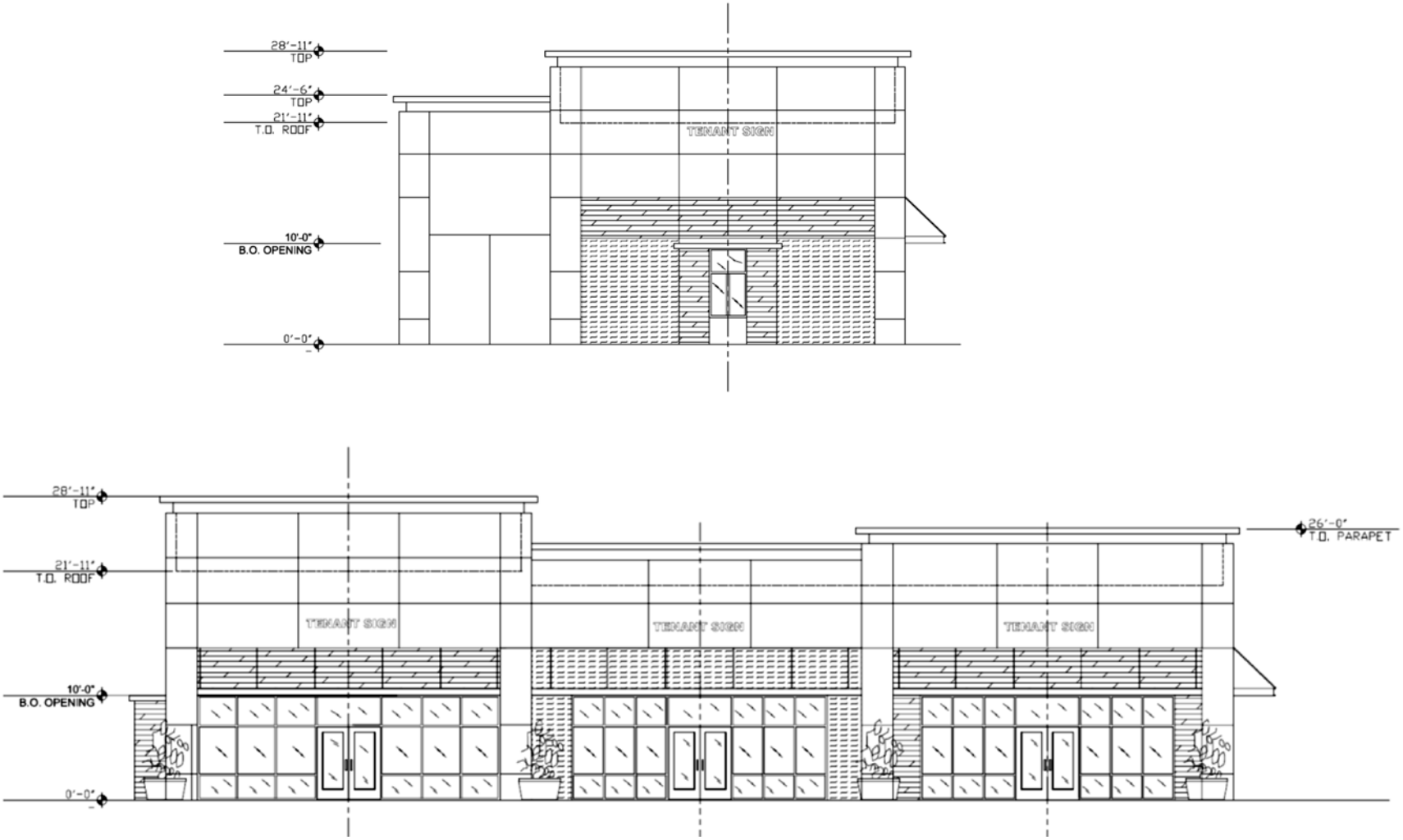
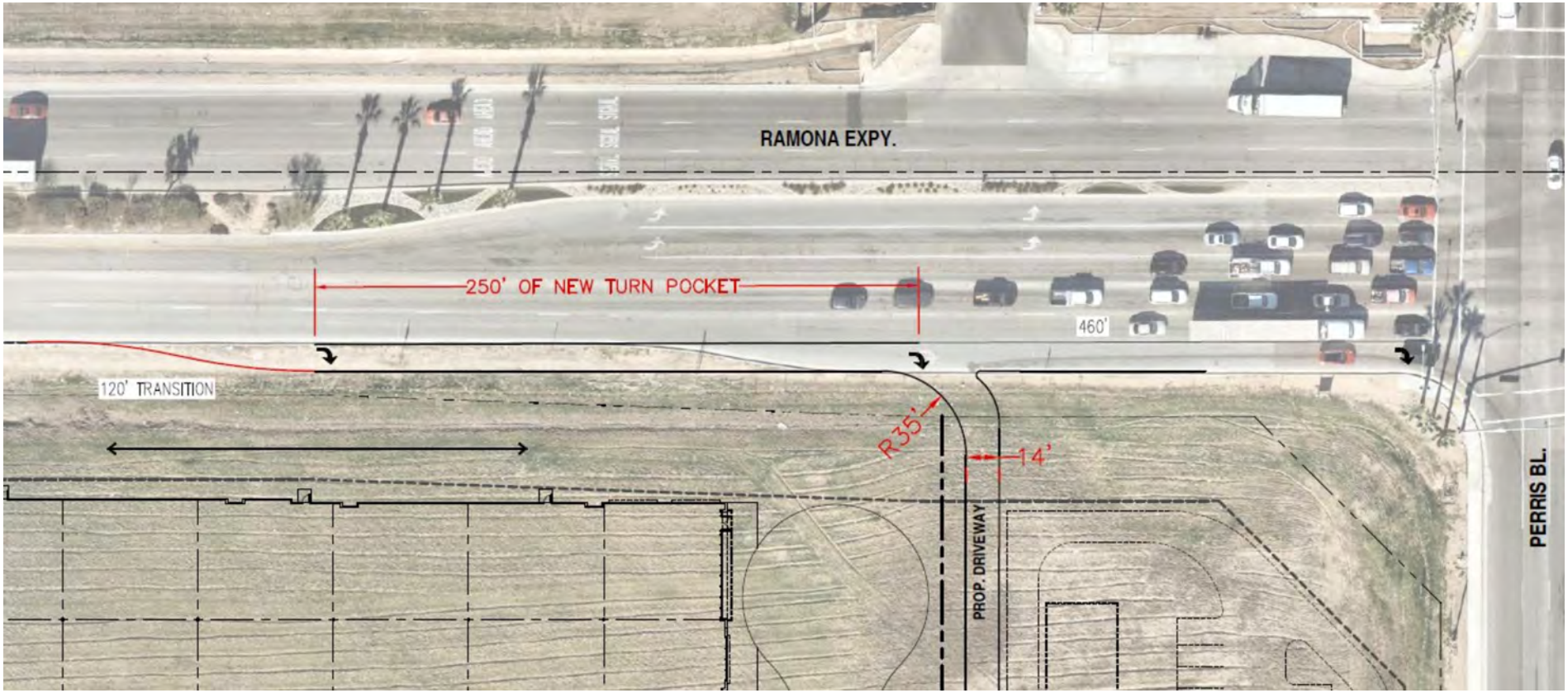


Figure 3, Proposed Right-In Only Driveway



3.0 IMPACT ANALYSIS

The following analysis provides the following: (1) summarizes the impacts of the original proposed PVCC SPA 13 project in the PVCC SPA 13 DEIR; (2) highlights the impacts of the Alternative 2 proposed in the PVCC SPA 13 DEIR; and (3) presents the impacts of the new proposed Alternative 2 Site Plan,

Aesthetics

Subsection V.1 of the Initial Study in the EIR Notice of Preparation (NOP) concluded the proposed Project warehouse would have less than significant impacts relative to aesthetics in this urban setting, so similarly the smaller warehouse and limited commercial uses under the Lower Intensity Industrial Alternative 2 would have similar less than significant aesthetic impacts.

This conclusion would also apply to the proposed Alternative 2 Site Plan which would introduce a large warehouse building onto the central and western portions of the site with a small 2-acre commercial center in the eastern portion of the site adjacent to Perris Boulevard. These two uses would be of a lower height and scale compared to the Project warehouse and would be considered urban in appearance. The new proposed Alternative 2 Site Plan described in Section 2 would have aesthetic impacts that are equivalent to those of the original EIR project and the DEIR Alternative 2 (i.e., less than significant with **EIR Mitigation Measure MM-AES-1** for lighting (see below).

PVCC SPA 13 EIR Mitigation Measures

MM-AES-1 Prior to issuance of grading permits, the Project developer shall provide evidence to the City that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky.

Agriculture and Forestry Resources

The DEIR indicated development of the site under either the Project or Lower Intensity Industrial Alternative would remove any potential for agricultural use in the future, and the site has no potential for forest uses. Subsection V.2 of the Initial Study concluded the proposed Project would have no impacts on agricultural or forest resources.

Similarly, the current proposed Alternative 2 Site Plan would also have no impacts related to these resources.

Air Quality – Criteria Pollutants

DEIR Subsection 4.2 indicated the proposed Project, with 347,918 square feet of industrial warehouse space, would not exceed South Coast Air Quality Management District (SCAQMD) thresholds of significance, and so it would have less than significant impacts relative to short- and long-term air pollutant emissions and health risks from diesel truck emissions. Although the impacts of the Project would be less than significant, the Project is required to comply with all applicable PVCCSP EIR mitigation measures for air quality.

The DEIR also concluded the Lower Intensity Industrial Alternative would generate a similar amount of air pollutant emissions during construction since the Project and the Alternative both fully develop the site with warehousing and a gas station/restaurant under the Alternative. The DEIR indicated the Lower Intensity Industrial Alternative would generate incrementally more traffic

than the Project. The Project is expected to generate 492 total average daily trips (ADT) versus 1,802 ADT for the DEIR Alternative 2 (see previous **Table 1**). Therefore, the operational air quality impacts of this Alternative would be greater than the Project.

For the current proposed Alternative 2 Site Plan, a more detailed air quality assessment was prepared to give the City more specific information about the potential air quality impacts of the alternative relative to the information already provided in the DEIR. It should be noted that the Project applicant intends to process an application for Conditional Use Permits (CUPs) so that two of the fast-food restaurants would include single or double drive-throughs. Therefore, the calculations in the Air Quality Study (dated 5-16-2023) have taken this into account as a worst-case estimate for the proposed Alternative 2 Site Plan. Specifically, the study looked at 3,760 square feet of total fast food with drive through which is consistent with the applicant's intent regarding CUPs. A comparison of the potential air quality impacts during operation is shown in **Table 2, *Operational Air Quality Impact Comparison***. **Table 2** demonstrates that air pollutant emissions of the new Alternative 2 Site Plan would be greater than those estimated for the DEIR Project. This is consistent with the conclusions for Alternative 2 in the Draft EIR. However, the operational air quality impacts would still not exceed the SCAQMD thresholds for all criteria pollutants. Therefore, impacts would continue to be less than significant.

Table 2
Operational Air Quality Impact Comparison

	Emissions (lbs/day)				
Total Maximum Daily Emissions	**VOC**	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Proposed Project in EIR	9.89	15.91	21.20	6.84	2.03
Proposed Alternative 2 Site Plan	**17.51**	**22.94**	**75.64**	**16.65**	**4,71**
SCAQMD Regional Threshold	55	55	550	150	55
Threshold Exceeded by Alt. 2 Site Plan?	**No**	**No**	**No**	**No**	**No**

Sources: **Table 1** in this document, UC 2021, Table 4.2-7. **Appendix A** – AQ, GHG, HRA, Energy Memo, Table 1

As with the Project, the current proposed Alternative 2 Site Plan would also be required to implement DEIR **Standard Condition SC-AQ-1** and **PVCCSP EIR Mitigation Measures MM Air 2** through **MM Air 9**, **MM Air 11**, **MM Air 13**, **MM Air 19**, and **MM Air 20** to further reduce potential criteria pollutant emissions.

PVCC SPA 13 EIR Standard Conditions and PVCCSP EIR Mitigation Measures

SC-AQ-1 The Project is required to comply with Rule 402 during construction, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

PVCCSP MM Air 2 Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as flag person

during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.

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

- Requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain); Keeping disturbed/loose soil moist at all times;
- Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered;
- Installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip;
- Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site;
- Suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour;

  Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 generation;
- Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials; and/or replacement of ground cover in disturbed areas as quickly as possible.

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

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

PVCCSP MM Air 6 The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that

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

PVCCSP MM Air 7 During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris Building Division.

PVCCSP MM Air 8 Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

PVCCSP MM Air 9 To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.

PVCCSP MM Air 11 Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.

PVCCSP MM Air 13 In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding

for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero- Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on SCAQMD's website (http: //www.aqmd.gov). Tenants would be required to use those funds, if awarded.

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

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

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

Air Quality – Health Risks

The DEIR concluded the proposed Project would not have significant health risks on nearby sensitive receptors due to the size of the building and associated truck traffic and the distance to the closest receptors. The DEIR calculated that the EIR Project would result in an increase of less than one additional cancer death per million persons over both the 25-year and 30-year exposure timeframes compared to a SCAQMD significance threshold of 10 additional cancer deaths per million persons. The DEIR concluded that Alternative 2 would not be expected to have significant health risks for nearby sensitive receptors since most of its trips are passenger vehicles generated by the local-serving gas station and retail use, while the warehouse, which generates truck traffic, is smaller than the Project and Section 4.2 of the DEIR determined the Project would not have significant health risks.

The potential health risk impacts associated with the current Alternative 2 Site Plan would not exceed the health risk values previously disclosed in the *Perris and Ramona Warehouse (DPR19-00012) Mobile Source Health Risk Assessment* (Urban Crossroads, Inc. 2021) due to the fact that the new Alternative 2 Site Plan includes a reduction of approximately 43,346 square feet of warehouse space and removal of the gasoline dispensing facility, which consequently would also result in fewer diesel truck trips associated with the Alternative 2 Site Plan and toxic air contaminants (TACs) associated with the dispensing of gasoline.

Biological Resources

The biological resources report prepared for the Project and EIR determined the site contained no

significant biological resources either in terms of species or habitat. EIR Subsection 4.3 concluded that development of the Project will result in less than significant impacts to these resources with standard conditions and the applicable PVCCSP EIR mitigation measures.

Developing the site with retail commercial uses and a smaller warehouse under the new proposed Alternative 2 Site Plan would have similar and less than significant impacts related to biological resources compared to the proposed Project. Uses developed under the proposed Alternative 2 Site Plan would require the same standard conditions and mitigation relative to grading the site. The DEIR recommended **Standard Conditions SC-BIO-1** and **SC-BIO-2** along with **PVCCSP EIR mitigation measures MM Bio 1** for a nesting bird survey and **MM Bio 2** for a burrowing owl survey.

PVCC SPA 13 EIR Standard Conditions and PVCCSP EIR Mitigation Measures

SC-BIO-1 Prior to the issuance of grading permits, the developer shall pay the MSHCP fee.

SC-BIO-2 Prior to the issuance of grading permits, the developer shall pay the Stephen's Kangaroo Rat Fee.

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

If site-preparation activities for an implementing project are proposed during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologist prior to the issuance of grading permits for such project, to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. If active nests are not located within the implementing project

PVCCSP MM Bio 2 Project-specific habitat assessments and focused surveys for burrowing owls would be conducted for implementing development or infrastructure projects within burrowing owl survey areas.

A pre-construction survey for resident burrowing owls would also be conducted by a qualified biologist within 30 days prior to commencement of grading and construction activities within those portions of implementing project sites containing suitable burrowing owl habitat and for those properties within an implementing project site where the biologist could not gain access.

If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre- construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity would be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP.

If active nests are identified on an implementing project site during the pre- construction survey, the nests shall be avoided, or the owls actively or passively relocated. To adequately avoid active nests, no grading or

heavy equipment activity shall take place within at least 250 feet of an active nest during the breeding season (February 1 through August 31), and 160 feet during the non- breeding season.

Cultural Resources

The cultural resources assessment report prepared for the Project and EIR determined the Project site contained no significant historical or archaeological resources although grading could reveal unknown buried artifacts or other resources. DEIR Subsection 4.4 concluded that development of the Project would result in less than significant impacts on these resources with implementation of the recommended mitigation. Developing the site with retail commercial uses and a smaller warehouse would also have similar less than significant impacts related to cultural resources since the entire site would be disturbed under either the Project or Alternative 2. Uses developed under the proposed Alternative 2 Site Plan would require the same mitigation relative to grading the site to protect unexpected resources. Impacts would be less than significant with implementation of these mitigation measures. The EIR recommended Project **Mitigation Measures MM-CR-1** and **MM-CR-2** to help protect unanticipated discovery of cultural resources, and the new Alternative 2 Site Plan would be subject to these measures as well.

PVCC SPA 13 EIR Mitigation Measures

MM-CR-1 Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site Project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site Project improvement areas until the archaeologist has been approved by the City.

The 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 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 to allow time for the recording and removal of the resources.

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 will 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 artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the Project proponent and Project archaeologist shall notify the City of Perris Planning Division and the Soboba Band of Luiseño Indians and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians or the Pechanga Band of Luiseño Indians shall be retained to assist the Project archaeologist in the significance determination of the Native American as deemed possible. The designated Luiseño tribal representative will be given ample time to examine the find. 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 tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts.

Native American artifacts that are relocated/reburied at the Project site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist.

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 archaeologist, in consultation with the designated Luiseño 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 University of California, Riverside, Eastern Information Center (EIC) and the Luiseño tribe(s) involved with the Project.

MM-CR-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 Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. 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 would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño 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 Project proponent 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 Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and the median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)).

Energy

The energy report prepared for the Project and EIR determined the Project would increase consumption of electricity and natural gas for space and water heating, air conditioning, lighting, and operation of miscellaneous equipment and appliances. It would also consume fossil fuels for car and truck trips to and from the proposed warehouse. DEIR Subsection 4.5 determined the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. In addition, the proposed Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. Any impacts would be further reduced with implementation of the standard conditions and PVCCSP EIR mitigation measures from the air quality section.

The DEIR indicated the Lower Intensity Industrial Alternative No. 2 would also utilize energy resources, mainly in the form of electricity although some natural gas may be used by the restaurant for cooking. Due to the similar intensity of overall site use, the Lower Intensity Industrial Alternative would be expected to use an equivalent amount of energy during operations compared to the proposed Project. The Alternative would also likely use a similar amount of energy during construction. Buildings constructed as part of this Alternative would have to comply with state energy conservation requirements similar to those for the proposed Project.

To better evaluate the potential energy impacts of the proposed Alternative 2 Site Plan, a detailed analysis was prepared by Urban Crossroads dated 11-9-2022. Construction associated with the new Alternative 2 Site Plan would not result in energy demands that would be substantially different that the emissions identified in the *Perris and Ramona Warehouse (DPR19- 00012) Air Quality Analysis* (Urban Crossroads, Inc. 2021) due to a similar amount of land disturbed and equivalent amounts of development (i.e., smaller warehouse building but new commercial uses). **Table 3, *Operational Energy Use Comparison*** compares the estimated operational energy use of the EIR Project to that of the new Alternative 2 Site Plan.

Table 3
Operational Energy Use Comparison

Energy Source	EIR Project	New Alt. 2 Site Plan	Significant Impact?
Vehicle VMT	2,647,522	6,174,509	No
Vehicle Fuel Consumption	175,471 gallons	299,966 gallons	No
Electrical Consumption	922,964 kWh/yr	1,019,943 kWh/yr	No
Natural Gas Consumption	699,315 kBtu/yr	2,077,166 kBtu/ry	No

Sources: UC 2021 AQ Study, Table 4-13. **Appendix A** – AQ, GHG, HRA, Energy Memo, Tables 3 and 4

Based on available information, the potential energy impacts of the proposed warehousing and commercial uses under the proposed Alternative 2 Site Plan would be similar to those of the proposed Project and Lower Intensity Industrial Alternative, but all three would be less than significant. Any impacts would be further reduced with implementation of the standard conditions and some of the PVCCSP EIR mitigation measures recommended for criteria air pollutant impacts outlined in the Air Quality section (DEIR **Standard Condition SC-AQ-1** and **PVCCSP EIR mitigation measures MM Air 4**, **MM Air 11**, **MM Air 14**, **MM Air 19**, and **MM Air 20** – see above).

Geology and Soils

Subsection V.7 of the Initial Study concluded that development of the proposed Project would be subject to a number of geologic, seismic, and soil constraints. However, the Initial Study indicated development of the Project would have less than significant impacts related to geology and soils with implementation of standard conditions and recommended mitigation.

Development of the Lower Intensity Industrial Alternative would require grading of the entire site as well and its impacts would likely be less than significant similar to the proposed Project with implementation of standard conditions and recommended mitigation.

The current proposed Alternative 2 Site Plan would have similar impacts to geology and soils compared to the EIR Project and the DEIR Alternative 2 as they all evaluate development of the same site with the same geotechnical conditions.

The Project site is mapped as a “High B” sensitivity area, denoting a high sensitivity for paleontological resources. Areas classified as high sensitivity may contain buried paleontological deposits at or below 4 feet of depth and may be impacted during construction, so mitigation was recommended. Similar mitigation would also be required to develop the Lower Intensity Industrial Alternative. Therefore, both the Project and the proposed Alternative 2 would have less than significant impacts to paleontological resources with implementation of **Standard Conditions SC-GEO-1**, **SC-GEO-2**, **SC-HYD-1** and **SC-HYD-2** (under Hydrology and Water Quality below), **PVCCSP EIR mitigation measure MM Air 3** (under Air Quality above), and Project **Mitigation Measure MM-GEO-1**.

PVCC SPA 13 EIR Standard Conditions and Mitigation Measures

SC-GEO-1 Project design shall be subject to the seismic design criteria of the 2019 edition of the California Building Code (CBC), adopted December 10, 2019, by the City of Perris as Ordinance No. 1387.

SC-GEO-2 The Project shall comply with the recommendations listed in the Geo Investigation as it pertains to impacts arising from unstable soils (seismic ground shaking, on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse), and/or

expansive soils.

MM-GEO-1 Prior to the issuance of grading permits, the Project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any Project- related excavations that exceed three (3) feet below the pre-grade surface. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the Project site or within the off-site Project improvement areas until the paleontologist has been approved by the City.

Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.

A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.

<u>Greenhouse Gas Emissions (GHG)</u>

DEIR Subsection 4.6 indicates the Project would produce both short-term GHG emissions during construction and long-term GHG emissions during operation. However, it concluded with Project impacts would be less than significant.

The Lower Intensity Industrial Alternative would generate incrementally more traffic and thus slightly more GHG emissions than the Project. The Project is expected to generate 492 total ADT versus 1,802 ADT for the Alternative (see previous **Table 1**). Therefore, the operational GHG emissions of the Lower Intensity Industrial Alternative would be slightly higher than those of the Project. The DEIR indicated the proposed Project as well as the Lower Intensity Industrial Alternative would be required to comply with the GHG reduction strategies contained in the City's Climate Action Plan as well as the air quality mitigation measures which also help reduce GHG emissions.

To better evaluate the potential greenhouse gas emission impacts of the proposed Alternative 2 Site Plan, a detailed analysis was prepared by Urban Crossroads dated 11-9-2022 and updated 5-16-2023. Table 4 compares the estimated energy use of the EIR proposed Project to that of the new Alternative 2 Site Plan. It should be noted that the Project applicant intends to process an application for Conditional Use Permits so that both of the fast-food restaurants would include single or double drive-throughs. Therefore, the calculations in the Greenhouse Gas Emissions

portion of the Air Quality Study take this into account as a worst-case estimate. Specifically, the study looked at 3,760 square feet of total fast food with drive through which is consistent with the applicant's intent regarding CUPs. As shown in **Table 4, *Operational GHG Emissions Comparison*** the supplemental analysis indicates the GHG emissions of the EIR Project and the new Alternative 2 Site Plan are similar, and all are less than the SCAQMD threshold of significance. As recommended for the Project and Alternative 2 in the EIR, the new Alternative 2 Site Plan would implement the applicable PVCCSP EIR mitigation measures recommended for criteria air pollutant impacts outlined in the air quality section (**PVCCSP EIR mitigation measures MM Air 2**, **MM Air 4**, **MM Air 7**, **MM Air 11**, **MM Air 13**, **MM Air 14**, **MM Air 19**, and **MM Air 20** – under Air Quality above).

Table 4
Operational GHG Emissions Comparison

GHG Source	Total Annual GHG Emissions ($MTCO_2e$)
Proposed Project in EIR	2,539.85
New Alternative 2 Site Plan	3,744.41
SCAQMD Threshold	10,000.00
New Alt. 2 Site Plan Exceeds Threshold?	No
New Alt. 2 Site Plan Significantly Different Than EIR Project?	No

Sources: **Table 1** this document, PVCC SPA13 EIR, Table 4.6-6. **Appendix A** – AQ, GHG, HRA, Energy Memo, Table 2.

Hazards and Hazardous Materials

Subsection V.9 of the Initial Study indicated that construction and regular operation of the proposed light-industrial facility would not result in significant impacts involving the use, storage, transport or disposal of hazardous wastes and substances. It concluded use of common household hazardous materials and their disposal does not present a substantial health risk to the community.

Development of a gas station and restaurant plus a smaller warehouse on the site would also not result in significant impacts related to hazardous materials due to the anticipated uses of the site with these facilities. Therefore, less than significant impacts related hazardous materials from the Lower Intensity Industrial Alternative would also be expected.

DEIR Subsection 4.8 stated the proposed Project was consistent with the March ALUCP and related Air Force Safety Zone restrictions on the site. Therefore, potential airport hazards to the Project are less than significant.

The Lower Intensity Industrial Alternative was developed to be consistent with the March ALUCP and Air Force Safety Zone land use restrictions. Therefore, potential airport hazards to the Lower Intensity Industrial Alternative are also less than significant.

The new Alternative 2 Site Plan is similar to the DEIR Alternative 2 except that the gas station was removed and slightly more retail commercial square footage is provided. The new Alternative 2 Site Plan would have incrementally less impacts related to hazardous materials due to the elimination of the proposed gas station. The remainder of the hazards impacts would be equivalent to those identified in the DEIR. The DEIR also recommended implementation of Project **Mitigation Measures MM-HAZ-1** for possible pesticides, **MM-HAZ-2** in buried hazards were found, and **MM-HAZ-3** to implement the many recommendations by the 2023 Riverside County Airport Land Use Commission (RCALUC). With implementation of these measures along with **PVCCSP EIR mitigation measure MM Air 2** (under Air Quality above), impacts of the new Alternative 2 Site

Plan would remain at less than significant levels as outlined in the DEIR.

PVCC SPA 13 EIR Mitigation Measures

MM-HAZ-1 **Pesticide Presence.** Prior to any ground disturbance activities, the Project applicant shall coordinate the sampling and laboratory testing of onsite soils for contamination by past agricultural chemicals (e.g., pesticides, herbicides, rodenticides, heavy metals, etc.) with the County Department of Environmental Health Services (DEH). If requested, the applicant shall submit a workplan to DEH for review and approval prior to the completion of grading. If any past agricultural chemicals are found in levels that exceed applicable health standards, a qualified contractor shall be retained to remove and properly dispose of such materials. Any work conducted shall be in compliance with DEH guidelines as the appropriate oversight agency. If sampling and laboratory testing are performed, a final report shall be prepared and submitted to DEH for review and approval prior to issuance of a certificate of occupancy.

MM-HAZ-2 **Buried Hazards.** If any former fuel tanks or other potentially hazardous materials are found during grading or any ground disturbing activities, work in that area shall be halted within 100 feet of the find and a qualified environmental contractor shall be retained. The contractor shall assess the risk or hazard level of the material(s) and identify the most appropriate method of remediation. This work shall occur in coordination with and to the satisfaction of the County Department of Environmental Health Services (DEH).

MM-HAZ-3 **ALUC Consistency.** Prior to issuance of a certificate of occupancy, the applicant shall demonstrate the Project has complied with the following conditions issued by the Riverside County Airport Land Use Commission (ALUC) at its January 12, 2023, meeting relative to March Air Reserve Base/Inland Port Airport (MARB/IPA):

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

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

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

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

aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

(e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including, but not limited to places of worship and theaters), buildings with more than 2 aboveground habitable floors, hazardous materials and critical community infrastructure facilities.

(f) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.

(g) Any other uses not permitted in (Accident Potential Zone I/ Accident Potential Zone II) pursuant to DoDI 4165.57 Appx.2, Tbl.1.

(h) Other Hazards to Flight.

3. Prior to issuance of building permits, the landowner shall convey an avigation easement to the March Inland Port Airport Authority or its successor in interest, or provide evidence that such easement has been previously conveyed. The Airport Authority may waive this requirement in the event that the Authority determines that pre-existing avigation easements dedicated to the United States of America are sufficient to address its needs. Contact the March Joint Powers Authority at (951) 656-7000 for additional information.

4. The attached notice shall be given to all prospective purchasers of the property and tenants of the buildings.

5. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: “There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes”. The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

7. Noise attenuation measures shall be incorporated into the design of the office, retail, and restaurant areas, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

8. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

9. This project has been evaluated as consisting of (within Zone B1-APZ-II) 274,150 square feet of e-commerce warehouse area (no office area proposed) and (within Zone C1) a portion of the main industrial building including 10,422 square feet of warehouse area,10,000 square feet of first floor office area, and 10,000 square feet of second floor office mezzanine area; a standalone 2,010 square foot restaurant building with an 8 car stack drive-thru which includes 1,206 square feet of dining area and 804 square feet of kitchen area; a 4,950 square foot mixed retail/restaurant building with 14 car stack drive-thru which includes: 1,050 square feet of dining area and 700 square feet of kitchen area (fast food restaurant), 960 square feet of dining area and 640 square feet of kitchen area (inline restaurant), and 1,600 square feet of retail area. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria**,** at the discretion of the ALUC Director.

10. Zoned fire sprinkler systems shall be required throughout the industrial building.

11. Review and the necessary clearances from the FAA OES is required for all temporary construction cranes.

Hydrology and Water Quality

The Project has the potential to generate new pollutants from the proposed urban/suburban environment that can degrade water quality. However, DEIR Subsection 4.7 concludes that the Project would result in less than significant impacts to hydrology or water quality with implementation of its planned design, standard conditions, and proposed offsite improvements to alleviate localized flooding.

The Lower Intensity Industrial Alternative would also develop the entire Project site and would also be required to design its development so that offsite downstream runoff would not increase, and potential urban pollutants would not reach downstream impacted water bodies. Since the site is over a half-acre, any development would be required to comply with established regional, state, and federal water quality requirements as appropriate. With this compliance, the proposed Project and the Lower Intensity Industrial Alternative would have less than significant impacts to hydrology and water quality.

The new proposed Alternative 2 Site Plan is similar in overall design to EIR Alternative 2. To demonstrate the water quality impacts of the new Site Plan are equivalent to those of the EIR Project and Alternative, the Project-specific Water Quality Management Plan (WQMP) has been modified to address eventually having two separate parcels for the two different onsite uses (warehouse and commercial) and to show how water quality would be managed since the two parcels would be under different ownership/management. Each parcel/use area would have its own water quality basin and related improvements as demonstrated in the revised WQMP (UEG 2023, **Appendix E**).

The City's Standard Conditions of Approval require the new Alternative 2 Site Plan to provide a Stormwater Pollution Prevention Plan (SWPPP) (**Standard Condition SC-HYD-1**), which will help protect short-term onsite and downstream water quality during construction, and a Water Quality Management Plan (**SC-HYD-2**) which includes Best Management Practices (BMPs) to protect onsite and downstream water quality during Project operation over the long-term. In addition, **SC-HYD-3** requires all onsite wastewater to be discharged to the local sewer system, **SC-HYD-4** requires City approval of an onsite drainage plan, and **SC-HYD-5** requires payment of impact fees to fund needed storm drain facilities. These three standard conditions will also help protect long-term water quality both onsite and downstream of the Project site.

PVCC SPA 13 EIR Standard Conditions

SC-HYD-1 SWPPP. Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of construction, the Project will consist of impervious surfaces, landscaped planters, and post-construction BMPs.

SC-HYD-2 WQMP. The Project proponent is required to submit a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.

SC-HYD-3 Wastewater. All wastewater associated with the Project's interior plumbing systems will be discharged into the local sewer system for treatment at the regional wastewater treatment plant.

SC-HYD-4 Site Drainage Plan. A site drainage plan is required by the City of Perris and will be reviewed by the City Engineering Department. The final grading and drainage plan will be approved by the City Engineering Department during plan check review.

SC-HYD-5 Storm Drainage Facilities. The Project applicant shall pay Development Impact Fees (DIF) for nonresidential development prior to the issuance of a building permit.

Land Use and Planning

The proposed Project would not represent a change to the City's General Plan Land Use Plan and the City's Zoning Map, but it would represent a change to the PVCCSP. Based on the data and analysis presented in DEIR Subsection 4.8, implementation of the proposed Project will not cause significant land use or planning impacts in the City of Perris.

The Lower Intensity Industrial Alternative is also consistent with existing City General Plan Land Use plan and the City's Zoning Map but not the PVCCSP, similar to the proposed Project. Therefore, this alternative would have less than significant land use or planning impacts similar to those of the proposed Project.

The new Alternative 2 Site Plan is a practical form of the DEIR Alternative 2 other than it has more commercial square footage due to removal of the gas station. It would have the same land use and planning impacts of the DEIR Alternative 2 which in turn had slightly reduced impacts compared to the EIR Project, but all less than significant and no mitigation is required.

Mineral Resources

As described in Subsection V.12 of the Initial Study, the Project site and surrounding area do not contain any existing mineral development or any identified potential for mineral resource development. Therefore, the Project has no potential to cause any unavoidable adverse impact to mineral resources or values in Riverside County. Similar to the Project, development of the site under Lower Intensity Industrial Alternative 2 would also have no impacts on mineral resources as they are no present in the Project area.

The current Alternative 2 Site Plan would have similar impacts to mineral resources compared to the EIR Project and the DEIR Alternative 2 as they all evaluate development of the same site with the same geologic (i.e., mineral resource) conditions.

Noise

DEIR Subsection 4.9 concluded that Project construction will not result in exposure of persons to or generation of noise levels in excess of standards established in the City's General Plan, as implemented by the City's Noise Ordinance with implementation of PVCCSP EIR mitigation during grading and construction. The increase in noise levels during operation would be less than significant. As vibration levels would generally not be perceptible to the average person and would not result in cosmetic nor structural damage to buildings, EIR Subsection 4.9 also concluded vibration impacts from Project construction would be less than significant.

Development of the site under the Lower Intensity Industrial would have noise impacts on nearby land uses similar to those of the proposed Project. Customers coming and going from the gas station/restaurant uses and the smaller warehouse would generate 1,802 daily vehicular trips compared to 492 trips for the Project. Therefore, this Alternative would result in incrementally higher but still less than significant operational noise impacts compared to the Project. Development of this alternative may require application of PVCCSP EIR construction mitigation similar to that for the proposed Project, but any operational noise mitigation would depend on the results of a site-specific noise study if this alternative was approved. With PVCCSP EIR mitigation, the Lower Intensity Industrial Alternative and the proposed Project would have less than noise impacts on the surrounding community.

Development of the site under the proposed Alternative 2 Site Plan would have noise impacts on

nearby land uses similar to those of the proposed Project. Customers coming and going from the restaurant and retail uses and the smaller warehouse of the Alternative 2 Site Plan would generate 1,594 daily vehicular trips compared to 492 trips for the Project.

To better evaluate the potential noise impacts of the proposed Alternative 2 Site Plan, a detailed analysis was prepared by Urban Crossroads dated 11-9-2022. The new analysis was similar in data and methodology used in the noise study for the EIR Project and used as the basis for evaluating the DEIR Alternative 2. The revised noise study used the same overall development site, sensitive receptor information, and City standards as the original study but used updated development uses and areas, trip generation, and other traffic information prepared specifically for this new Alternative 2 Site Plan. It should be noted that the Project applicant intends to process an application for Conditional Use Permits so that both of the fast-food restaurants would include single or double drive-throughs. Therefore, the calculations in the Noise Study have taken this into account as a worst-case estimate. Specifically, the study looked at 3,760 square feet of total fast food with drive through which is consistent with the applicant's intent regarding CUPs. **Table 5, *Operational Noise Level Compliance Comparison*** compares the estimated noise impacts of the EIR proposed Project to that of the new Alternative 2 Site Plan. **Table 5** demonstrates the new Alternative 2 Site Plan would have equivalent noise impacts (i.e., less than significant) compared to the EIR Project or DEIR Alternative 2.

Table 5
Operational Noise Level Compliance Comparison

Receiver Location[1]	Project Operational Noise Levels (dBA Lmax)[2]		Exterior Noise Level Standards (dBA Lmax)[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
EIR Proposed Project Impacts						
R1	56.1	55.1	80	60	No	No
R2	56.8	55.8	80	60	No	No
R3	47.7	46.7	80	60	No	No
R4	57.1	56.1	80	60	No	No
New Alternative 2 Site Plan Impacts						
R1	40.5	40.2	80	60	No	No
R2	44.1	42.7	80	60	No	No
R3	51.6	50.6	80	60	No	No
R4	54.7	54.2	80	60	No	No

[1] See EIR Figure 4.9-2 for the receiver locations. Sources: **Appendix B** - Noise Memo, Table 2.
[2] Proposed Project operational noise level calculations are included in Appendix B of the Noise Memo.
[3] City of Perris Municipal Code, Section 7.34.040 (Appendix A of the Noise Memo).
[4] Do the estimated Project operational noise source activities exceed the noise level standards? "Daytime" = 7:01 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:00 a.m.

The revised noise analysis demonstrates that the operational noise levels associated with the new Alternative 2 Site Plan satisfy the City of Perris exterior noise level standards at all nearby receiver locations. Therefore, its noise impacts are considered less than significant relative to the offsite noise-sensitive receiver locations. However, the EIR indicated the Project and alternatives would implement **PVCCSP EIR mitigation measures MM Noise 1** through **MM Noise 4** to help reduce construction noise to the greatest extent feasible. Therefore, the new Alternative 2 Site Plan will also implement these measures.

PVCCSP EIR Mitigation Measures

PVCCSP MM Noise 1 During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer 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.

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

PVCCSP 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.

PVCCSP 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.

Population and Housing

The proposed Project includes a Specific Plan Amendment to change the PVCCSP land use designation of the Project site from Commercial (C) to Light Industrial (LI). This is not considered a substantial change because the new LI designation is a less intensive land use compared to the existing Commercial designation, would not result in the construction of new homes or the addition of new residents to the City. Initial Study Subsection V.14 concluded the Project would not cause significant impacts relative to the existing population and housing forecasts for the City of Perris and Riverside County.

Since the Lower Intensity Industrial Alternative and the new proposed Alternative 2 Site Plan also propose no residential uses for the site, they would also have less than significant impacts on population and housing resources.

Public Services

The Project applicant proposes to change the existing specific plan land use designation for the Project site from Commercial (C) to Light Industrial (LI). However, the proposed change in land use will not have a substantial impact on public services beyond those previously identified in the PVCCSP EIR. Subsection V.15 of the Initial Study determined that all potential impacts of the Project on public services, including fire protection, police, schools, solid waste, and other governmental services, would be less than significant with implementation of standard conditions such as payment of development impact fees and installation of adequate water system (for fire protection).

Due to the similar intensity of land uses, the Lower Intensity Industrial Alternative would be expected to result in less than significant impacts on fire protection, emergency response, police, parks, or school services with standard conditions. Impacts of the DEIR Alternative would be equivalent to those of the Project due to the similar intensity of uses.

The new proposed Alternative 2 Site Plan is very similar to the Lower Intensity Industrial Alternative 2 from the DEIR; the new plan eliminates the gas station and increases the retail commercial area compared to the DEIR alternative. These minor changes would have no demonstrable effect on public service impacts of the proposed Alternative 2 Site Plan. In addition, the City would require implementation of **Standard Conditions SC-PS-1** through **SC-PS-3** to pay development and school impacts fees and comply with the City Fire Code. Impacts would be less than significant with this regulatory compliance and no mitigation is required.

PVCC SPA 13 EIR Standard Conditions

SC-PS-1 Development Impact Fee (DIF). The Project applicant shall pay Development Impact Fees; DIF for nonresidential development shall be paid prior to the issuance of a building permit.

SC-PS-2 Municipal Code Section 20.01.010 (Fire Code). The Project shall comply with applicable version of Section 20.01.010 of the Municipal Code at the time of permit issuance.

SC-PS-3 Prior to the issuance of a building permit for nonresidential development, the Project applicant shall pay the most recent developer fee to the Val Verde Unified School District applicable at the time of building permit issuance.

Recreation

Subsection V.16 of the Initial Study concluded any indirect impacts to parks and other recreational facilities caused by the proposed Project would be reduced to less than significant levels with payment of applicable Park and Recreation Facilities impact fees as outlined in **Standard Condition SC-REC-1**.

Similar to the proposed Project, development of the DEIR Lower Intensity Industrial Alternative as well as the new Alternative 2 Site Plan would also result in no direct and only possible indirect impacts to recreation resources since they propose only non-residential uses (warehousing and commercial with a gas station in the DEIR Alternative 2).

PVCC SPA 13 EIR Standard Conditions

SC-REC-1 The Project applicant shall pay Development Impact Fees (DIF) for nonresidential development prior to the issuance of a building permit.

Transportation

As noted in the City Guidelines, “projects that generate less than 500 ADT would not cause a substantial increase in the total citywide or regional vehicle miles traveled (VMT) and are therefore presumed to have a less than significant impact on VMT.” DEIR Subsection 4.10 determined that the proposed Project was anticipated to generate 492 trip-ends per day which is below the 500 ADT threshold established by the City. Therefore, the proposed Project meets the Daily Trip Screening criteria outlined in the City Guidelines and will have a less than significant VMT impact.

The EIR Project was expected to generate 492 total ADT versus 1,802 ADT for the Lower Intensity Industrial Alternative. Since the operational traffic of the Alternative exceeds the City’s 500 ADT threshold, an additional VMT analysis was required. However, most of the traffic from this alterative is generated by the gas station and retail use while the warehouse portion of this alternative has

20% less square footage than the Project (which was determined to have less than significant VMT impacts). The gas station and retail use are also considered local-serving uses and so would be considered to have less than significant VMT impacts. Therefore, the DEIR concluded the DEIR Alternative would not be expected to result in significant VMT traffic impacts.

To better evaluate the potential traffic and VMT-related impacts of the proposed Alternative 2 Site Plan, detailed analyses were prepared by Urban Crossroads on Traffic and VMT dated October 26, 2022 and an updated Traffic and VMT analysis dated May 4, 2023. It should be noted that the Project applicant intends to process an application for Conditional Use Permits so that both of the fast-food restaurants would include single or double drive-throughs. Therefore, the calculations in the Traffic and VMT analysis have taken this into account as a worst-case estimate. Specifically, the study looked at 3,760 square feet of total fast food with drive through which is consistent with the applicant's intent regarding CUPs. Construction traffic associated with the new Alternative 2 Site Plan would not result in traffic circulation impacts that would be substantially different than estimated in the original traffic study for the DEIR (UC 2021).

Trip Generation. Consistent with the Perris and Ramona Warehouse (DPR19-00012) Traffic Analysis (dated March 8, 2021, and updated 5-4-2023), the proposed right-in only driveway on Ramona Expressway into the commercial retail component of Alternative 2 has been evaluated by Urban Crossroads (October 26, 2022, with focused update 5-4-2023) for the following analysis scenarios as part of the revised traffic assessment for the new Alternative 2 Site Plan:

- Existing plus Project
- Existing plus Ambient Growth plus Project plus Cumulative (EAPC)
- Horizon Year (2050) With Project

Assumptions to develop traffic volumes such as ambient background growth, cumulative projects, and post-processed long-range without project forecasts are also consistent with the 2021 Traffic Study. Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) and empirical data were used to estimate the trip generation.

The following trip generation rate and vehicle mix were utilized for calculating the trip generation for the proposed Project:

- ITE land use code 154 (High-Cube Transload and Short-Term Storage Warehouse) has been used to derive site specific trip generation estimates for up to 304,572 square feet. High-cube transload/short-term storage warehouse data regarding the truck percentage and vehicle mix has been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- ITE land use code 822 (Strip Retail) and ITE land use code 934 (Fast-Food Restaurant With Drive-Through Window) have been used to derive site specific trip generation estimates for up to 6,960 square feet of commercial retail use.

A passenger-car equivalent (PCE) of 1.5, 2.0, and 3.0 have been applied to 2-axle, 3-axle, and 4+-axle vehicles, consistent with the City's Guidelines. PCE rates were calculated by taking the actual vehicle trip generation rates and applying the PCE factors. PCEs allow the typical "real-world" mix

of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses.

The new proposed Alternative 2 Site Plan includes retail and restaurant uses so pass-by percentages have been obtained from the ITE Trip Generation Manual. Pass-by trips account for trips that are currently on the existing roadway network that would stop by uses within the proposed Project on their way to their ultimate destination. The trip generation of the EIR Project, EIR Alternative 2, and the new Alternative 2 Site Plan are shown in **Table 6, *Trip Generation Comparison***.

The new proposed Alternative 2 Site Plan would generate a total of 1,594 two-way trips per day with 152 AM peak hour trips and 124 PM peak hour trips (actual vehicles). Per the City's Guidelines, any operations analysis is to utilize the PCE trip generation. The new Site Plan is also anticipated to generate a total of 1,698 two-way PCE trips (which take into account greater impacts for trucks) per day with 162 AM PCE peak hour trips and 128 PM PCE peak hour trips (UC 2023).

Table 6
Trip Generation Comparison

Scenario	AM Peak Hour Trip	PM Peak Hour Trips	Total Trips	PCE Trips
EIR Project	32	39	492	612
EIR Alternative 2	158	180	1,812	1,912
Alternative 2 Site Plan	152	124	1,594	1,698
Significant Difference from EIR Project?	No	No	No	No

Sources: **Table 1** this document, PVCC SPA EIR, **Appendix D** – TG Memo, Table 2 PCE = passenger car equivalents (of trucks)

Intersection Operations and Queuing Analysis (Right-In Only Driveway). The intersection operations analysis for the right-in only driveway on Ramona Expressway (Driveway 5) are anticipated to have no delays since there would be no conflict with the inbound traffic (no outbound traffic proposed). As such, the driveway is anticipated to operate at an acceptable level of service (LOS) for all analysis scenarios. Attachment A includes the analysis worksheets. The peak hour queuing analysis at Driveway 5 indicates that a minimum turn pocket length of 250-feet should be accommodated on Ramona Expressway. Driveway 5 has also been designed to prohibit outbound access, limited to right-in access only from Ramona Expressway.

VMT Screening Evaluation. The supplemental VMT Analysis determined the proposed Alternative 2 Site Plan meets the Local-Serving Land Use Screening Criteria for the retail component and the Net Daily Trips Screening Criteria of less than 500 ADT for the warehouse component of the Site Plan (i.e., warehouse would produce 428 daily trip ends). Therefore, no additional VMT analysis is needed and potential VMT impacts of the Alternative 2 Site Plan are considered to be less than significant and no mitigation is required based on the City's traffic study and VMT guidelines (UC 2023).

In addition, the DEIR recommended the Project, and any alternatives, implement **Standard Conditions SC-TR-1** through **SC-TR-4** while the Project and any alternatives would also be required to implement **PVCCSP EIR mitigation measures MM Air 2** (under Air Quality above), **MM Trans 1**, **MM Trans 2**, and **MM Trans 5**; therefore, the new Alternative 2 Site Plan would implement these conditions and measures as well.

PVCC SPA 13 EIR Standard Conditions and PVCCSP EIR Mitigation Measures

SC-TR-1 Prior to any Project construction the Project Applicant shall develop and implement City- approved Traffic Control Plan (TCP) addressing potential construction- related traffic detours and disruptions. In general, the TCP will ensure that to the extent practical, construction traffic would access the Project site during off-peak hours; and that construction traffic would be routed to avoid travel through, or proximate to, sensitive land uses.

SC-TR-2 The Board of Supervisors of the County of Riverside and the Councils of the Cities of Western Riverside County enacted the Transportation Uniform Mitigation Fee (TUMF) to fund the mitigation of cumulative regional transportation impacts resulting from future development. The mitigation fees collected through the TUMF program will be utilized to complete transportation system capital improvements necessary to meet the increased travel demand and to sustain current traffic levels of service.

The fee calculations are based on the proportional allocation of the costs of proposed transportation improvements based on the cumulative transportation system impacts of different types of new development. Fees are directly related to the forecast rate of growth and trip generation characteristics of different categories of new development. Fees shall be paid at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever comes first. Payment of the TUMF is required and is not considered unique mitigation under CEQA.

SC-TR-3 The Project applicant shall pay Development Impact Fees (DIF) for non-residential development prior to the issuance of a building permit.

SC-TR-4 The Project applicant shall pay the North Perris Road and Bridge Benefit District (NPRBBD) fee for non-residential development prior to the issuance of a building permit.

PVCCSP 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.

PVCCSP 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.

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

Tribal Cultural Resources

DEIR Subsection 4.11 determined the proposed Project would not have any significant impacts on identified tribal cultural resources, but local tribes requested they be allowed to monitor grading to assure no buried cultural resources were impacted. DEIR Subsection 4.11 determined impacts on these resources would be less than significant with implementation of cultural resources mitigation measures.

The Lower Intensity Industrial Alternative would develop the entire Project site and so would have the same impacts as the Project and require the same mitigation. Neither the Project nor the Alternative would cause a significant impact on tribal resources. However, the EIR acknowledged that implementation of Project **Mitigation Measures MM-CR-1** and **MM-CR-2** (under Cultural Resources above) would also be applicable to tribal cultural resources.

Uses developed under the proposed Alternative 2 Site Plan would require the same mitigation relative to grading the site to protect unexpected tribal cultural resources. Impacts would be less than significant with implementation of the recommended mitigation measures.

Utilities and Service Systems

Development of the Project will require additional water supplies, generate additional wastewater, require construction of onsite and nearby drainage improvements, and connections to existing energy systems. Subsection V.19 of the Initial Study concluded the impacts of these incrementally increased services will be less than significant with implementation of **Standard Conditions SC-USS-1** through **SC-USS-4** regarding payment of sewer and water connection fees, using water efficient construction techniques, and reducing solid waste generation.

Development of the site under the EIR Lower Intensity Industrial Alternative or the new proposed Alternative 2 Site Plan would require a similar consumption of water, generation of wastewater, runoff, and electricity and natural gas compared to the EIR Project warehouse. However, neither of the alternatives nor the Project will result in significant impacts to utilities and service systems (i.e., water, sewer, stormwater, solid waste, electricity, or natural gas).

PVCC SPA 13 EIR Standard Conditions

SC-USS-1 Sewer Connection Fees. Prior to the issuance of a certificate of occupancy, the Project applicant shall pay the applicable sewer connection fees to EMWD.

SC-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.

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

SC-USS-4 Solid Waste. The Project applicant 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.

Wildfire

Subsection V.20 of the Initial Study determined the Project site is not in a designated high fire risk area and the Project would not substantially impair access along the three major roadways around the Project site. Based on that analysis, potential impacts related to wildfire conditions, an adopted emergency response plan, or emergency evacuation plan will be less than significant. **PVCCSP EIR mitigation measure MM Air 2** (under Air Quality above) shall apply to the proposed Project.

The Lower Intensity Industrial Alternative and the new proposed Alternative 2 Site Plan would

develop the same site that has the same wildfire-related constraints. Therefore, there would be no wildfire resource impacts from this alternative or the proposed Project**. PVCCSP EIR mitigation measure MM Air 2** (under Air Quality above) shall also apply to the new Alternative 2 Site Plan.

3.1 Summary of Impacts and Project Objectives

The DEIR determined the Lower Intensity Industrial Alternative would achieve the following PVCCSP-related objectives for non-residential development to a similar level as the proposed Project:

- Provides a development plan of superior environmental sensitivity including a high quality of visual aesthetics, suppression of noise, protection of health and safety, and the promotion of community and region.
- Considers topographic, geologic, hydrologic, and environmental opportunities and constraints to create a design that generally conforms to the character of the land by retaining and utilizing basic, existing landforms, as much as possible.
- Provides additional employment opportunities for the current and future residents of the region and surrounding communities.

These objectives would also be met to the same or a similar degree by the new Alternative 2 Site Plan. The only difference between the two alternatives is the DEIR Alternative included a gas station while the new Alternative 2 Site Plan eliminates the gas station but has slightly more retail commercial uses.

The DEIR determined that Alternative No. 2 would generate an equivalent number of employees and revenue to the City based on the proposed uses under this Alternative compared to the Project.

Based on the analysis provided above, development of the new Alternative 2 Site Plan would result in the following impacts:

<u>Similar Impacts to Project</u>

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Land Use and Planning
- Population and Housing
- Public Services – Fire, Police, Schools, Parks
- Recreation
- Utilities and Service Systems - Water, Sewer, Stormwater, Solid Waste, Electricity/Natural Gas
- Tribal Cultural Resources
- Wildfire

Lesser Impacts than Project

- Greenhouse Gas Emissions

Greater Impacts than Project

- Transportation-VMT

3.2 Summary of Impacts and Environmentally Superior Alternative

The DEIR determined the Lower Intensity Industrial Alternative 2 would have impacts that are slightly greater than the Project for air quality, greenhouse gas emissions, and transportation-VMT, mainly due to the presence of the gas station and restaurant. The rest of the impacts are similar to those of the Project (less than significant or no impact). When compared to the other alternatives evaluated in the DEIR, the DEIR also concluded the Lower Intensity Industrial Alternative was the Environmentally Superior Alternative because its impacts are equivalent to those of the proposed Project. The EIR also found that alternative also met the Project Objectives to a much greater degree than either of the other alternatives.

The new proposed Alternative 2 Site Plan is similar to the development characteristics except it does not have a gas station and instead has more commercial uses. The additional information provided in this document and the supporting technical analyses concludes the potential environmental impacts of the new Alternative 2 Site Plan would be similar to or less than those identified for the Lower Intensity Industrial Alternative 2 in the DEIR and similar to those of the original proposed Project evaluated in the DEIR.

Therefore, the City may select the new proposed Alternative 2 Site Plan as equivalent to the DEIR Alternative 2 in terms of characteristics and impacts. Certification of the PVCC SPA13 EIR and selection of the new proposed Alternative 2 Site Plan would comply with the requirements of CEQA and not require a Statement of Overriding Considerations (SOC) because the preceding analysis has demonstrated the new proposed Alternative 2 Site Plan would result in no significant environmental impacts after mitigation, similar to the conclusion for the Project demonstrated in the PVCC SPA 13 EIR.

SOURCES AND TECHNICAL STUDIES (provided electronically)

Perris and Ramona Warehouse (DPR19-00012) Air Quality, Greenhouse Gas, Health Risk, & Energy Assessment, prepared by Urban Crossroads, original version November 9, 2022, updated 5-16-2023 (**Appendix A**).

Perris and Ramona Warehouse Noise Assessment, prepared by Urban Crossroads, original version November 8, 2022, updated 5-11-2023 (**Appendix B**).

Expressway Commerce Center (Perris and Ramona Warehouse) Vehicle Miles Traveled (VMT) Screening Evaluation, prepared by Urban Crossroads, November 7, 2022 (**Appendix C**).

Perris and Ramona Warehouse Focused Traffic and VMT Assessment, prepared by Urban Crossroads, original version October 26, 2022, updated May 4, 2023 (**Appendix D**).

Project-Level Water Quality Management Plan (WQMP), Perris and Ramona Warehouse Project, City of Perris, prepared by United Engineering Group (UEG 2023), Original Date Approved February 2022, Revised January 2023 (**Appendix E**).

Airport Land Use Commission (ALUC) Development Review, ZAP1544MA22, APN 303-060-020, Riverside County ALUC, January 12, 2023 (**Appendix F**)

Appendix H

Airport Land Use Commission (ALUC) Development Review Approval Letter

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

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Lake Elsinore

VICE CHAIR
Steve Sanchez
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January 8, 2026

Matthew Evans, Project Planner
City of Perris, Planning Department
135 N. D Street
Perris, CA 92570

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.:	ZAP1662MA25
Related File No.:	CUP-25-00009 (Conditional Use Permit) MJMOD-25-00007 (Major Modification Development)
Airport Zone:	Zones B1-APZ-II and C1
APN:	303-060-020

Dear Mr. Evans:

On January 8, 2026, the Riverside County Airport Land Use Commission (ALUC) found City of Perris Case No. CUP-25-00009 (Conditional Use Permit) MJMOD-25-00007 (Major Modification Development), a proposal to construct a 304,572 square foot warehouse building with office space, a 4,300 square foot commercial/restaurant building with drive-thru, and a 7,381 square foot retail building all on separate parcels totaling 16.12-acres, **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the conditions listed below:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

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

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

   (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing

putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

(e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including, but not limited to places of worship and theaters), buildings with more than 2 aboveground habitable floors, hazardous materials and critical community infrastructure facilities.

(f) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.

(g) Any other uses not permitted in (Accident Potential Zone I/ Accident Potential Zone II) pursuant to DoDI 4165.57 Appx.2, Tbl.1.

(h) Other Hazards to Flight.

3. Prior to issuance of building permits, the landowner shall convey an avigation easement to the March Inland Port Airport Authority or its successor in interest or provide evidence that such easement has been previously conveyed. The Airport Authority may waive this requirement in the event that the Authority determines that pre-existing avigation easements dedicated to the United States of America are sufficient to address its needs. Contact the March Joint Powers Authority at (951) 656-7000 for additional information.

4. The attached notice shall be given to all prospective purchasers of the property and tenants of the buildings.

5. Any other proposed basin would require review and approval by the ALUC. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

   Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

   A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

7. Noise attenuation measures shall be incorporated into the design of the office, retail, and restaurant areas, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

8. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

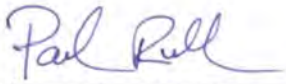
9. This project has been evaluated as consisting of (within Zone B1-APZ-II) 275,051 square feet of e-commerce warehouse area (no office area proposed) and (within Zone C1) a portion of the main industrial building including 9,521 square feet of warehouse area,10,000 square feet of first floor office area, and 10,000 square feet of second floor office mezzanine area; a standalone 7,381 square foot retail building, and a standalone 4,300 square foot retail/restaurant building with an 3 car stack drive-thru which includes 1,600 square feet of retail area, 1,215 square feet of dining area and 1,485 square feet of kitchen area. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria**,** at the discretion of the ALUC Director.

10. Zoned fire sprinkler systems shall be required throughout the industrial building.

Supporting documentation was provided to the Airport Land Use Commission and is available online at www.rcaluc.org, click Agendas 01-08-2026 Agenda, Bookmark Agenda Item No. 2.1.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: PR Partners, LLC (applicant/property owner)
Lars Anderson (representative)
Gary Gosliga, March Inland Port Airport Authority
Kurt Heinze, Base Civil Engineer, March Air Reserve Base
ALUC Case File

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NOTICE

THERE IS AN AIRPORT NEARBY.

THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION ALUC

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b)(13)(A)