



DRAFT ENVIRONMENTAL IMPACT REPORT

FOR THE

ELLIS LOGISTICS CENTER PROJECT

DPR 22-00018

(SCH No. 2023040144)

May 2024

Lead Agency:

City of Perris
101 North D Street
Perris, CA 92570-1998

Prepared By:

Kimley-Horn and Associates, Inc.
555 Capitol Mall, Suite 300
Sacramento, CA 95814

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- Appendix C1:** Air Quality and Greenhouse Gas Emissions Model Data
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- Appendix D1:** Biological Resources Assessment
- Appendix D2:** Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis
- Appendix E:** Cultural Resources Study
- Appendix F:** Energy Calculations
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- Appendix H1:** Phase 1 Environmental Site Assessment
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- Appendix I:** Preliminary Drainage Study
- Appendix J:** Noise Measurement Data
- Appendix K:** Traffic Study
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1.0 EXECUTIVE SUMMARY

1.1 Project Overview

The proposed project would develop an approximately 643,419-square-foot industrial warehouse facility in the City of Perris, Riverside County. The project site consists of two assessor parcels (APN) 330-090-006 (28.13 acres) and 330-090-007 (6.39 acres) totaling 34.52 acres. The net project site area is approximately 33.51 acres, excluding land reserved for public rights-of-way. The project site has a General Plan land use designation of Light Industrial (LI) and is zoned Light Industrial (LI).

Vehicular access to the project site would be provided by two driveways from Ellis Avenue. A 28-foot-wide driveway on the western extent of the project site would provide access to automobile parking located on the west side of the warehouse facility, and a 50-foot wide-driveway on the eastern extent would provide restricted 'truck only' access to 39 dock doors on the north side of the building and 48 dock doors on the south side. Truck trailer parking would be immediately adjacent to the dock doors on the north and south sides of the building.

The project site would also have access from the adjacent Burlington Northern and Santa Fe (BNSF)/Southern California Railroad Authority (SCRRA) Metrolink railway which runs in a northwest-southeast orientation adjacent to the project site. The proposed project would extend a rail spur track from the existing rail track north into the project site, such that rail cars could be loaded or unloaded directly from the proposed building. The proposed spur includes storage for 4 rail cars.

1.2 Project Objectives

State CEQA Guidelines Section 15124(b) requires that an EIR include “[a] statement of the objectives sought by the proposed project. A clearly written statement of objectives will help the Lead Agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the proposed project.” The following objectives have been established for the proposed project:

- Objective 1:** Develop a warehouse use in proximity to the near Interstate-215 transportation corridor, existing rail facilities, and linked truck routes.
- Objective 2:** Develop a single pad warehouse to be competitive within the industrial warehouse marketplace in the vicinity.
- Objective 3:** Develop a warehouse use compatible with adjacent and planned uses.
- Objective 4:** Provide new land uses consistent with the designed flexibility of the City’s General Plan and Zoning Code.
- Objective 5:** Increase employment and create a revenue generating use consistent with market opportunities.

- Objective 6:** Provide utility infrastructure and landscaping improvements to the site to enhance aesthetics and ensure adequate services are available.
- Objective 7:** Develop a project that will not conflict with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and the Perris Valley Airport Land Use Compatibility Plan.
- Objective 8:** Facilitate movement of goods for the benefit of the local and regional economy.

1.3 Project Description

Project Components

The proposed project consists of the development and operation of a light industrial warehouse facility on APN 330-090-006 and APN 330-090-007 consisting of approximately 34.52 acres. The proposed project consists of a 40-foot-tall “high-cube” logistics warehouse building of approximately 643,419 square feet (sf). The proposed structure would be a concrete tilt up warehouse building and would have a roof line of approximately 40 feet in height but have altering parapets between 43 feet and 49 feet. The varying parapet heights are used to conceal rooftop mechanical equipment and minimize noise. The building would be painted in white, grey, and brown and would have windows and building articulation to break up the massing of the structure. Landscaping also is included and would encircle the site along the perimeter of the site and within interior parking lots. The densest plantings would occur along Ellis Avenue to soften views of the new structure from the roadway. Please see **Figure 3-8**.

The overall footprint of the building would be approximately 643,419 square feet. The interior of the warehouse would include a total of approximately 10,000 square feet of office mezzanine space, the primary office area would be in the northwest corner of the building and a secondary office area would be in the southwest corner. The proposed project would also include an approximately 455-square-foot fire pump house. The first-floor office would include an open office set up in the middle surrounded by a break room, conference room, offices, and Americans with Disabilities Act (ADA) compliant men’s and women’s restrooms. Immediately above this area on the second floor would be the remainder of the office area with an open office set up in the middle surrounded by offices, a conference room, and ADA compliant unisex restrooms. The warehouse facility would not be used for cold storage. The overall project square footage and these project elements are shown in *Table 1-1: Project Site Data*.

The exterior portions of the project site also would include perimeter fencing, sidewalks, and pedestrian paths to access parking areas as well as a rail spur connection. Refer to **Figure 3-4** and **Figure 3-6**.

Table 1-1: Project Site Data

Project Use	Area
Overall Project Site	34.52 acres
Building Footprint	632,964 sf
Office Mezzanine	10,000 sf
Fire Pump House	455 sf
Other interior areas: <i>Office area(s), Electrical Room, Restrooms, Break Room, Lobby</i>	--
Total	643,419 sf

Rail Spur Connection

The project site would also have access from the adjacent BNSF/SCRRRA Metrolink railway adjacent to the project site to the south. The project applicant proposes to extend a rail spur track that extends from the existing rail track north into the project site, such that rail cars could be loaded or unloaded directly from the proposed building. The proposed spur includes storage for 4 rail cars. The proposed spur design includes a siding track to allow for switching operations. The design for the rail spur would be consistent with BNSF/SCRRRA design standards. Internal rail crossing within the project site would be designed to minimize conflicts with project's proposed site circulation. The project would include safety warnings and other devices, as required, to warn of train movement within the parking areas. See **Figure 3-7**.

Site Access, Circulation, and Parking

Regional access to the project site for automobile and personal vehicles would be provided from the north via Redlands Avenue at the I-215/State Route 74 West interchange or from the southwest via Case Road and the I-215/State Route 74 East interchange. Truck traffic is only anticipated to access the project site from the southwest via Case Road and the I-215/State Route 74 East interchange. Direct access onto the project site would be via two driveways that would be constructed and "T" with Ellis Avenue. The westerly driveway would be approximately 28 feet wide and used for car access only. The easterly driveway would be approximately 50 feet wide and used for truck access only. No other access points are proposed for truck access. The parking breakdown on-site is shown in *Table 1-2: Project Parking* and discussed further below.

Table 1-2: Project Parking

Automobile Parking	Stalls	Truck Parking	Spaces
Accessible	8	Dock Doors	87
Standard Stalls	131	Grade Doors	3
EV/Carpool Parking Stalls	35	Trailer parking	227

1.4 Unavoidable Significant Impacts

The project would result in significant and unavoidable noise impacts due to off-site traffic noise, on a project-level and cumulative basis. Mitigation measures applicable to traffic noise reduction are either not within the control of the applicant and/or would not be feasible or reasonable to include for the project. Therefore, noise levels would remain above normally acceptable levels for the nearby land uses

along certain roadway segments and would be above the combined and incremental effects thresholds. Therefore, off-site traffic noise impacts would be significant and unavoidable.

1.5 Alternatives to the Project

Alternatives Rejected from Further Consideration

Alternative Project Location

Pursuant to State CEQA Guidelines Section 15126.6(f)(2), alternate sites should be evaluated, if any feasible sites exist, where significant impacts can be lessened. An alternative location was considered and rejected by the City as discussed below.

This alternative was rejected from further consideration because the project is consistent with existing General Plan land use designations of Light Industrial (LI) for the project site and there are no site-specific significant and unavoidable impacts that would be lessened if a different site were selected. Moving the proposed project site would still generate a similar level of impacts that can be mitigated and may result in worse air quality, greenhouse gas emissions, and traffic impacts if the alternative site were to be located further from the freeway system. Rather, because the proposed project site is in close proximity to the I-215 freeway, existing rail infrastructure, and existing warehouse facilities to the north and west, the potential for an alternative site was rejected from further consideration.

Smaller Warehouse Alternative

Using the trip generation calculations from the project's impact analysis (**Appendix K**), the proposed warehouse would have to be reduced to approximately 380,000 square feet to reduce the maximum number of trips to reduce potential traffic noise impacts (both direct and cumulative) to less than significant. This would reduce the building size of the proposed project by 263,000 square feet or 41 percent. This alternative was rejected from further consideration because the reduced size of the warehouse would not make it a viable project within the industrial warehouse marketplace given the project location, the size of the property, and the physical and regulatory constraints of the existing floodway.

Alternatives to the Project

No Project Alternative

The CEQA Guidelines [Section 15126(d)4] require that an EIR specifically discuss a "No Project" alternative, which shall address both "the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project is not approved, based on current plans and consistent with available infrastructure and community services." The No Project Alternative would retain the current General Plan land use designation and zoning district, maintain existing buildings, and continue the current operations on the project site. No development of the proposed project would occur. If the project site were to remain as is, there would be no new impacts.

Two Building Alternative

A two-building alternative was considered as a potential alternative to the proposed project. Comments were received during the NOP scoping meeting that a two-building alternative would serve as a way to reduce the bulk and scale of the proposed building. This alternative would construct two warehouse buildings totaling approximately 643,400 square feet.

Office Buildings Alternative

The Office Buildings Alternative proposes professional office buildings on the project site. The Office Buildings Alternative would consist of two office buildings with up to a total of 174,000 square feet of building space on the project site. The buildings would be two stories in height with each floor approximately 43,000 square feet in area. Professional office uses are permitted in the in the City's Light Industrial zone and are compatible with the land uses proposed in the Downtown Specific Plan. Additionally, office buildings were selected for an alternative because they generate fewer truck trips than a warehouse use and therefore, would generate less truck traffic noise than the proposed project.

1.6 Areas of Controversy

In accordance with Sections 15063 and 15082 of the CEQA Guidelines, the City of Perris prepared a Notice of Preparation (NOP) for this Draft EIR. The NOP was circulated to the public and responsible agencies for input for a 30-day comment period, from April 7, 2023 to May 8, 2023. The NOP provided a general description of the proposed project and identified possible environmental impacts that could result from implementation of the project. The City of Perris also held a public scoping meeting on May 3, 2023 to discuss the project and solicit public input as to the scope and contents of this Draft EIR.

Comments were received from eight (8) state and local agencies. There were no additional comments from the public at the public scoping meeting. Concerns raised in response to the NOP and scoping meeting were considered during preparation of the Draft EIR and are addressed throughout the individual sections of this Draft EIR. The NOP and copies of all written comment letters received are provided in **Appendix A** of this Draft EIR. In general, comments on the NOP expressed an interest to see the following issues addressed in the Draft EIR:

- Air Quality – air pollution and health risk impacts
- Tribal Cultural Resources – AB 52 compliance
- Hydrology – impacts related to the flood plain area that overlaps the project site
- Transportation – impacts to rail operations and SCRRA/Metrolink encroachment

1.7 Summary of Environmental Impacts & Mitigation Measures

The following table is a summary of significant impacts and proposed mitigation measures associated with the project as identified in this EIR. Refer to Sections 4.1 through 4.15, for a detailed description of the environmental impacts and mitigation measures for the Project. All impacts of the project can be mitigated to less than significant levels with the exception of off-site traffic noise impacts.

Table 1-3: Summary of Significant Impacts and Proposed Mitigation Measures

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Section 4.1, Aesthetics			
Impact 4.1-1 Have a substantial adverse effect on a scenic vista.	Less than Significant	No mitigation required	Less than Significant
Impact 4.1-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	Less than Significant	No mitigation required	Less than Significant
Impact 4.1-3 In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would it conflict with applicable zoning and other regulations governing scenic quality.	Less than Significant	No mitigation required	Less than Significant
Impact 4.1-4 Create a new source of substantial light or glare, that would adversely affect day or nighttime views in the area.	Potentially Significant	MM AES-1: Prior to the issuance of grading permits, the property owner/developer shall provide evidence to the City that the Contractor Specifications require that: (1) any temporary nighttime lighting installed during construction for security, or any other purpose shall be downward facing and hooded or shielded to prevent security light from spilling outside the staging area or from directly broadcasting security light into the sky, onto adjacent. Compliance with this measure shall be verified by the City of Perris’ Building Division prior to the issuance of grading permits.	Less than Significant with Mitigation Incorporated

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Cumulative Impact	Potentially Significant	MM AES-1	Less than Significant with Mitigation Incorporated
Agriculture and Forestry Resources			
The NOP addressed this issue and concluded that no impacts would occur and therefore no further analysis is warranted.			
Section 4.2, Air Quality			
Impact 4.2-1 Conflict with or obstruct implementation of the applicable air quality plan.	Less than Significant	No mitigation required.	Less than Significant
Impact 4.2-2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	Less than Significant	No mitigation required	Less than Significant
Impact 4.2-3 Expose sensitive receptors to substantial pollutant concentrations.	Potentially Significant	MM AQ-1: Only zero emission (ZE) off-road equipment (e.g., electric yard trucks/hostlers, forklifts, indoor material handling equipment, etc.) shall be utilized on-site for daily warehouse and business operations. The Project developer/facility owner shall disclose this requirement to all tenants/business entities prior to the signing of any lease agreement. In addition, the limitation to use only ZE off-road equipment shall be included in all leasing agreements. Prior to issuance of a Business License for a new tenant/business entity, the Project developer/facility owner and tenant/business entity shall provide to the City of Rialto Planning Department and Business License Department a signed document (verification document) noting that the Project development/facility owner has disclosed to the tenant/business entity the requirement to use only ZE equipment for daily	Less than Significant with Mitigation Incorporated

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		operations. This verification document shall be signed by authorized agents for the Project developer/facility owner and tenant/business entities. In addition, if applicable, the tenant/business entity shall provide documentation (e.g., purchase or rental agreement) to the City of Rialto Planning Department and Business License Department to verify, to the City’s satisfaction, that any off-road equipment utilized will be ZE.	
Impact 4.2-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	Less than Significant	No mitigation required	Less than Significant
Cumulative Impact	Potentially Significant	MM AQ-1	Less than Significant with Mitigation Incorporated
Section 4.3, Biological Resources			
Impacts Scoped Out in the NOP/IS <ul style="list-style-type: none"> • Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. • 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? 	No Impact	No mitigation required.	No Impact

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<ul style="list-style-type: none"> Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance. 			
<p>Impact 4.3-1 Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.</p>	<p>Potentially Significant</p>	<p>MM BIO-1: Focused special-status plant surveys shall be conducted for the listed special-status plant species during the spring blooming season prior to the start of project ground disturbing activities to determine if special-status plant species are present on the project site. Up to three (3) focused plant surveys shall be conducted to coincide with the flowering periods of the listed special-status plants species. The surveys shall follow protocols and guidelines that have been approved and recommended by the <i>USFWS 1996 Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants; California Department of Fish and Wildlife 2018 Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities;</i> and the <i>California Native Plant Society 2001 Botanical Survey</i> for the listed species. Results of the surveys shall be submitted to the City of Perris Planning Division. Should special-status plant species be detected on-site, project activities shall stop until such time that coordination with the CDFW and USFWS for plant avoidance, relocation, or take has occurred and compliance documentation (e.g., an approved avoidance or relocation plan) is submitted to the City of Perris Planning Division.</p> <p>MM BIO-2: A pre-construction survey for Crotch’s bumblebee shall be conducted prior to the start</p>	<p>Less than Significant with Mitigation Incorporated</p>

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>of project ground disturbing activities to determine if Crotch’s bumblebee are present on the project site. The survey shall be conducted in collaboration with CDFW and USFWS staff as no formal protocol or method is in practice at the time of writing. Results of the survey shall be submitted to the City of Perris Planning Division. Should Crotch’s bumblebee be detected on-site, project activities shall stop until such time that coordination with the CDFW and USFWS for bumblebee avoidance, relocation, or take has occurred and compliance documentation (e.g., an approved avoidance or relocation plan) is submitted to the City of Perris Planning Division.</p> <p>MM BIO-3: The project proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of grading and construction activities on the Project site. The survey shall include the project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. In addition, if burrowing owls are observed during the MBTA nesting bird survey, to be conducted within three days prior to ground disturbance or vegetation clearance as required by Mitigation Measure BIO-4, the observation shall be reported to the Wildlife Agencies. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in</p>	

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>accordance with the current Burrowing Owl Survey Instructions for the Western Riverside MSHCP.</p> <p>If burrowing owl are detected, the CDFW shall be sent written notification by the City within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the nests shall be avoided and the qualified biologist and project proponent shall coordinate with the City of Perris Planning Division, the USFWS, and the CDFW to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the USFWS prior to commencing project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and the MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The project proponent shall implement the Burrowing Owl Plan following CDFW and USFWS review and concurrence. A final letter report shall be prepared by the</p>	

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW prior to the start of project activities. When the qualified biologist determines that burrowing owls are no longer occupying the project site per the criteria in the Burrowing Owl Plan, project activities may begin.</p> <p>If burrowing owls occupy the project site after project activities have started, then construction activities shall be halted immediately. The project proponent shall notify the City of Perris Planning Division and the City shall notify the CDFW and the USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.</p> <p>MM BIO-4: In order to avoid violation of the MBTA and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for the project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species (generally February 1 to September 15 although the nesting season may be extended due to weather and drought conditions).</p> <p>If site-preparation activities are proposed during the nesting/breeding season, the project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the project to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone.</p> <p>If active nests are not located within the project site and an appropriate buffer of 500 feet of an</p>	

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>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, the biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The biologist shall monitor the nest at the onset of project activities, and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the biologist determines that such project activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City of Perris Planning Division for mitigation monitoring compliance record keeping.</p>	

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>Impact 4.3-2 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.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>
<p>Impact 4.3-3 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.</p>	<p>Potentially Significant</p>	<p>MM BIO-5: The following MSHCP urban/wildlife interface guidelines shall be incorporated into the project and verified by the City of Perris Planning Division as part of the Development Plan Review prior to the issuance of a grading permit.</p> <ul style="list-style-type: none"> • The project’s stormwater shall be directed to a stormwater basin located on the project site. The basin shall be designed in accordance with all federal, state, regional, and local standards and regulations concerning water quality. • During the construction of the project, the project is required to stage construction operations as far away from the MSHCP Conservation Area to the maximum extent feasible. • Project light sources shall be designed with internal baffles to direct the lighting towards the ground and the developed areas and have a zero-side angle cut off to the horizon. • Construction activities shall be limited to daytime hours and construction equipment shall be tuned and equipped with mufflers. • Plant species acceptable for the project’s landscaping shall not be considered an invasive species pursuant to Table 6.2 of the MSHCP. If the site is sufficiently contained 	<p>Less than Significant with Mitigation Incorporated</p>

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>such that invasive plantings would not be able to spread outside of the developed project footprint, invasive plantings may be allowed on the site with written approval from the City of Perris Planning Division.</p> <ul style="list-style-type: none"> • Suitable barriers, as defined by the MSHCP, shall be placed within the boundaries of the development and outside of the confines of the open space/MSHCP Conservation Area. The proposed building shall be separated from the conservation area by fencing and landscaping along the perimeter of the project site. Additionally, the stormwater outflow will have a perimeter fence that will not restrict any flows out of the basin. The final fencing plan shall be reviewed and approved by the City of Perris Planning Division. • Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area. <p>MM BIO-6 The following MSHCP best management practices shall be incorporated into the project and verified by the City of Perris Planning Division as part of the Development Plan Review prior to the issuance of a grading permit.</p> <ul style="list-style-type: none"> • A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to 	

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.</p> <ul style="list-style-type: none"> • Water pollution and erosion control plans shall be developed and implemented in accordance with Regional Water Quality Control Board requirements. • The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible. • Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities and shall be cleaned up immediately and contaminated soils removed to approved disposal areas. • Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be 	

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>stockpiled within the stream channel or on its banks.</p> <ul style="list-style-type: none"> • The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint. • The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species. • Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible. • To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s). • Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing 	

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas. <ul style="list-style-type: none"> The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions including these BMPs. 	
Cumulative Impact	Potentially Significant	MMs BIO-1 through BIO-6.	Less than Significant with Mitigation Incorporated
Section 4.4, Cultural Resources			
Impact 4.4-1 Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.	Potentially Significant	MM CUL-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 the project site and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the project site or within the off-site project improvement areas until the archaeologist has been approved by the City. The archaeologist shall be responsible for monitoring ground-disturbing activities, including initial vegetation removal, maintaining daily field	Less than Significant with Mitigation Incorporated

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>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.</p> <p>In the event that archaeological resources are discovered at the project site or within the off-site project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner shall commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist.</p> <p>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, the</p>	

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>Soboba Band of Luiseño Indians, the Pechanga Band of Luiseño Indians, the Augustine Band of Cahuilla Indians, the Agua Caliente Band of Cahuilla Indians, and the Rincon Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Pechanga Band of Luiseño Indians, the Augustine Band of Cahuilla Indians, the Agua Caliente Band of Cahuilla Indians, or the Rincon 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 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 tribe. If the find is determined to be of sacred or religious value, the tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.</p> <p>In the event that human remains are discovered at the project site or within the off-site project improvement areas, Mitigation Measure CUL-2 shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.</p> <p>Native American artifacts that are relocated/reburied at the project site shall be</p>	

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>subject to a fully executed relocation/reburial agreement with the assisting tribe(s). This shall include, but not be limited to, an agreement that artifacts shall 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.</p> <p>Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study. The project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.</p> <p>Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner.</p> <p>Once grading activities have ceased and/or the archaeologist, in consultation with the designated tribal representative(s), 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</p>	

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>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 tribe(s) involved with the project.</p>	
<p>Impact 4.4-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.</p>	<p>Potentially Significant</p>	<p>MM CUL-1</p>	<p>Less than Significant with Mitigation Incorporated</p>
<p>Impact 4.4-3 Disturb any human remains, including those interred outdoors of dedicated cemeteries.</p>	<p>Potentially Significant</p>	<p>MM CUL-2: In the event that human remains (or remains that may be human) are discovered at the project site of within the off-site project improvement areas during ground-disturbing activities, the construction contractors, project archaeologist, and/or designated 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). MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend</p>	<p>Less than Significant with Mitigation Incorporated</p>

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>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 mediation with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98l and 5097.94(k)).</p> <p>The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings shall be filed with the Eastern Information Center (EIC).</p>	
Cumulative Impact	Potentially Significant	MM CUL 1 and MM CUL-2	Less than Significant with Mitigation Incorporated
Section 4.5, Energy			
<p>Impact 4.5-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation.</p>	Less than Significant	No mitigation required.	Less than Significant

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.5-2 Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency.	Less than Significant	No mitigation required.	Less than Significant
Cumulative Impact	Less than Significant	No mitigation required.	Less than Significant
Section 4.6, Geology and Soils			
Impacts Scoped Out in the NOP/IS <ul style="list-style-type: none"> • Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. 	No Impact	No mitigation required.	No Impact
Impact 4.6-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> 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; ii) Strong seismic ground shaking; iii) Seismic-related ground failure, including liquefaction; or iv) Landslides. 	Less than Significant	No mitigation required.	Less than Significant

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>Impact 4.6-2 Result in substantial soil erosion or the loss of topsoil.</p>	<p>Less than Significant</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p>Impact 4.6-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.</p>	<p>Less than Significant</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p>Impact 4.6-4 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.</p>	<p>Less than Significant</p>	<p>No mitigation required,</p>	<p>Less than Significant</p>
<p>Impact 4.6-5 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</p>	<p>Potentially Significant</p>	<p>MM GEO-1: Prior to the issuance of grading permits, the project proponent 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) to be on-site for any project-related excavations that exceed five (5) feet below the pre-grade surface. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the site or within offsite project improvement areas until the paleontologist has been approved by the City.</p> <p>Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium, which might be present below the surface. The paleontologist shall be prepared to quickly</p>	<p>Less than Significant with Mitigation incorporated</p>

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>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.</p> <p>Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.</p> <p>A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.</p>	
Cumulative Impacts	Potentially Significant	MM GEO-1	Less than Significant with Mitigation incorporated

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Section 4.7, Greenhouse Gas Emissions			
Impact 4.7-1 Generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment.	Less than Significant	No mitigation required.	Less than Significant
Impact 4.7-2 Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions.	Less than Significant	No mitigation required.	Less than Significant
Cumulative Impact	Less than Significant	No mitigation required.	Less than Significant
Section 4.8, Hazards and Hazardous Materials			
Impacts Scoped Out in the NOP/IS <ul style="list-style-type: none"> • Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. • Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment. • Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. 	No Impact	No mitigation required	No Impact
Impact 4.8-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Less than Significant	No mitigation required	Less than Significant

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>Impact 4.8-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>	Less than Significant	No mitigation required	Less than Significant
<p>Impact 4.8-3 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.</p>	Less than Significant	No mitigation required	Less than Significant
<p>Impact 4.8-4 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p>	Less than Significant	No mitigation required	Less than Significant
<p>Cumulative Impacts</p>	Less than Significant	No mitigation required	Less than Significant
<p>Section 4.9, Hydrology and Water Quality</p>			
<p>Impact 4.9-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.</p>	Less than Significant	No mitigation required	Less than Significant
<p>Impact 4.9-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.</p>	No Impact	No mitigation required	No Impact

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>Impact 4.9-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</p> <ul style="list-style-type: none"> i) Result in substantial erosion or siltation on- or off-site; ii) Substantially increase the rate or amount of surface run-off in a manner which would result in flooding on- or off-site; iii) Create or contribute run-off water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off; or iv) Impede or redirect flood flows. 	Less than Significant	No mitigation required	Less than Significant
<p>Impact 4.9-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.</p>	Less than Significant	No mitigation required	Less than Significant
<p>Impact 4.9-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.</p>	Less than Significant	No mitigation required	Less than Significant
<p>Cumulative Impacts</p>	Less than Significant	No mitigation required	Less than Significant

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Section 4.10, Land Use			
Impacts Scoped out in the NOP/IS <ul style="list-style-type: none"> Physically divide an established community 	No Impact	No mitigation required	No Impact
Impact 4.10-1 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	Less than Significant	No mitigation required	Less than Significant
Cumulative Impact	Less than Significant	No mitigation required	Less than Significant
Mineral Resources			
The NOP addressed this issue and concluded that no impacts would occur and therefore no further analysis is warranted.			
Section 4.11, Noise			
Impact 4.11-1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Potentially Significant	No feasible or applicable mitigation.	Significant and Unavoidable Impact
Impact 4.11-2 Generate excessive ground borne vibration or ground borne noise levels.	Less than Significant	No mitigation required.	Less than Significant
Impact 4.11-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would expose people residing or working in the Project area to excessive noise levels.	Less than Significant	No mitigation required.	Less than Significant

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Cumulative Impact	Potentially Significant	No feasible or applicable mitigation.	Significant and Unavoidable Impact
Population and Housing			
The NOP addressed this issue and concluded that no impacts would occur and therefore no further analysis is warranted.			
4.12, Public Services			
Impacts Scoped Out in the NOP/IS <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • Schools • Parks • Other Publics Facilities 	No Impact	No mitigation required.	No Impact
Impact 4.12-1 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	Less than Significant	No mitigation required.	Less than Significant

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
performance objectives for any of the public services: i) Fire Protection			
Impact 4.12-1 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: i) Police Protection	Less than Significant	No mitigation required	Less than Significant
Cumulative Impact	Less than Significant	No mitigation required.	Less than Significant
Recreation			
The NOP addressed this issue and concluded that no impacts would occur and therefore no further analysis is warranted.			
Section 4.13, Transportation			
Impact 4.13-1 Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.	Less than Significant	No mitigation required	Less than Significant
Impact 4.13-2 Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b).	Less than Significant	No mitigation required	Less than Significant
Impact 4.13-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Less than Significant	No mitigation required	Less than Significant

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.13-4 Would the project result in inadequate emergency access?	No Impact	No mitigation required	No Impact
Cumulative Impact	Less than Significant	No mitigation required	Less than Significant
Section 4.14, Tribal Cultural Resources			
Impact 4.14-1 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is i) Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1?	Potentially Significant	MM CUL-1 and MM CUL-2	Less than Significant with Mitigation Incorporated
Impact 4.14-2 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is 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	Potentially Significant	MM CUL-1 and MM CUL-2	Less than Significant with Mitigation Incorporated

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
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?			
Cumulative Impact	Potentially Significant	MM CUL-1 and MM CUL-2	Less than Significant with Mitigation Incorporated
Section 4.15, Utilities			
Impact 4.15-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.	Less than Significant	No mitigation required	Less than Significant
Impact 4.15-2 Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years.	Less than Significant	No mitigation required.	Less than Significant
Impact 4.15-3 Result in a determination by the waste water 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.	Less than Significant	No mitigation required.	Less than Significant

Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.15-4 Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	Less than Significant	No mitigation required.	Less than Significant
Impact 4.15-5 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	Less than Significant	No mitigation required.	Less than Significant
Cumulative Impact	Less than Significant	No mitigation required.	Less than Significant
Wildfire			
The NOP addressed this issue and concluded that no impacts would occur and therefore no further analysis is warranted.			

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2.0 INTRODUCTION AND PURPOSE

2.1 Purpose of the Environmental Impact Report

An EIR is a public informational document used in the planning and decision-making process for proposed developments. This project-level EIR has been prepared to analyze the environmental impacts of the proposed Ellis Logistics Center Project (proposed project). The City of Perris will consider the information in this EIR, including the public comments and staff response to those comments, during the public hearing process. The final decision will be made by the City of Perris, who may approve, conditionally approve, or deny the project.

The purpose of an EIR is to identify:

- The potentially significant impacts of the project on the environment and indicate the manner in which those significant impacts can be avoided or mitigated;
- Any unavoidable adverse impacts that cannot be mitigated; and
- Reasonable and feasible alternatives to the project that would eliminate any significant adverse environmental impacts or reduce the impacts to a less-than-significant level.

An EIR also discloses growth-inducing impacts; impacts found not to be significant; and significant cumulative impacts of the project when taken into consideration with past, present, and reasonably anticipated future projects.

The California Environmental Quality Act (CEQA) requires that an EIR reflect the independent judgment of the lead agency regarding the impacts of a project, the level of significance of the impacts both before and after mitigation, and mitigation measures proposed to reduce the impacts. A Draft EIR is circulated to responsible agencies, trustee agencies with resources affected by the project, and interested agencies and individuals. The purposes of public and agency review of a Draft EIR include sharing expertise, disclosing agency analyses, checking for accuracy, detecting omissions, discovering public concerns, and soliciting mitigation measures and alternatives capable of avoiding or reducing the significant effects of the project, while still attaining most of the basic objectives of the project.

Issues to Be Resolved

The Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) Section 15123(b)(3) requires that an EIR identify issues to be resolved, which includes the choices among alternatives and whether or how to mitigate significant impacts. The following major issues are to be resolved regarding the proposed project:

- Determine whether the Draft EIR adequately describes the environmental impacts of the project;
- Preferred choice among alternatives;
- Determine whether the recommended mitigation measures should be adopted or modified, and
- Determine whether additional mitigation measures need to be applied to the project.

2.2 Compliance with CEQA

The City of Perris, as lead agency, has determined that an Environmental Impact Report (EIR) must be prepared for the proposed project. The project applicant proposes to develop a warehouse building with truck docks and site improvements including truck and automobile parking, landscaped walkways, perimeter landscaping, and stormwater control features. The structure, parking, and access would comply with Americans with Disabilities Act (ADA) requirements. Truck docks and truck parking stalls would be located on the north and south side of the warehouse building. Truck access would be provided, and automobile parking would be located on the west side of the project site. No parking would be on the east side of the structure as there would be a truck access only lane and guard house. The southeast corner of the warehouse would provide storage for four rail cars. The southeast corner of the project site (approximately 5 acres) is located within a Federal Emergency Management Agency (FEMA) Special Flood Hazard Area and no structures would be located in this area. Access to the project site would be from two driveways on Ellis Avenue. Truck access would only be via the easterly driveway and automobile access would only be via the westerly driveway.

This EIR has been prepared pursuant to the following:

- The California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq.)
- The Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq.)

The overall purposes of the CEQA process are to:

- Ensure that the environment and public health and safety are protected in the face of discretionary projects initiated by public agencies or private concerns.
- Provide for full disclosure of a project's potential environmental effects to the public, the agency decision-makers who will approve or deny the project, and responsible and trustee agencies charged with managing resources (e.g., wildlife, air quality) that may be affected by the project.
- Provide a forum for public participation in the decision-making process with respect to environmental effects.
- To enable the City to consider environmental consequences when deciding whether to approve the project.
- To serve as a source document for responsible agencies to issue permits and approvals, as required, for development of the project.

2.3 Notice of Preparation/Early Consultation

Pursuant to Section 15082 of the State CEQA Guidelines, the City of Perris circulated a Notice of Preparation of a Draft EIR/Initial Study (NOP/IS) to the State Clearinghouse, public agencies, special districts, and members of the public for a public review period beginning on April 7, 2023 and ending on May 8, 2023 to solicit Statewide agency participation in determining the scope of the EIR. The NOP/IS was also posted in the Riverside County Clerk's office for 30 days.

The purpose of the NOP/IS is to formally convey that the City of Perris, as the lead agency, solicited input regarding the scope and proposed content of the Draft EIR. The NOP/IS and all comment letters are provided in **Appendix A** of this EIR.

Draft EIR Scoping Meeting

Pursuant to Section 15082 (c)(1) of the State CEQA Guidelines, the lead agency is required to conduct at least one Draft EIR scoping meeting. The scoping meeting is for jurisdictional agencies and interested persons or groups to provide comments regarding, but not limited to, the range of actions, alternatives, mitigation measures, and environmental effects to be analyzed in the Draft EIR for a project. The City of Perris hosted a scoping meeting on May 3, 2023, with the City of Perris Planning Commission at the Perris City Council Chambers, located at 101 N. D Street, Perris, California.

Notice of Preparation/Initial Study and Scoping Meeting Results

During the May 3, 2023 scoping meeting, no members of the public were in attendance and no public comments were provided. Specific environmental concerns raised in written comments received during the NOP/IS public review period are discussed below. The NOP/IS and all comments received are included in **Appendix A**.

IS/NOP Written Comments

The following specific environmental concerns listed in *Table 2-1: Summary of NOP/IS Comments*, were received in writing by the City in response to the IS/NOP.

Table 2-1: Summary of NOP/IS Comments

Commenter/Date	Summary of Comment
State Agencies	
Native American heritage Commission (NAHC) April 7, 2023	The NAHC states that the proposed project should comply with Assembly Bill (AB) 52 and Senate Bill (SB) 18, as both have tribal consultation requirements. If the project is subject to National Environmental Policy Act (NEPA), then the tribal consultation requirements of section 106 of the National Preservation Act of 1966 may apply. The NAHC states to contact CA Native American Tribes and their representatives within the geographic area of the project site and conduct consultations in accordance with SB 18 and AB 52. Evaluate if the project will have an adverse impact on historical resources within the project area, contact appropriate regional archaeological information center for a record search, prepare an archaeological inventory survey (if required), contact the NAHC, and include mitigation measures for inadvertent discoveries of archaeological resources.
California Department of Fish and Wildlife (CDFW) May 8, 2023	The CDFW requests a one-week extension to May 15, 2023 to provide comments. No further comment was received.

<p>State of California, Department of Justice April 11, 2023</p>	<p>The Department of Justice notes that the warehouses can bring environmental impacts such as: diesel trucks emitting nitrogen oxide, how these vehicles can generate traffic jams, road deterioration, accidents and unsafe conditions for pedestrians and bicyclists. Attached to the letter is a copy of a list of best practices published by the Attorney General Office’s Bureau of Environmental Justice to help lead agencies mitigate warehouse’s environmental impacts. It is stated that priority should be placed on avoiding land use conflicts between sensitive receptors and mitigating effects. The letter concludes that the bureau will continue to monitor proposed warehouse projects for compliance with CEQA and other applicable laws. The Department of Justice states that they are available for any questions as the DEIR is prepared.</p>
<p>California Department of Fish and Wildlife (CDFW) July 31, 2023</p>	<p>The CDFW offers recommendations to assist the City in identifying significant impacts on biological resources. The letter requests that the DEIR shall comply with the MSHCP policy for the protection of species in Riparian areas, the policy for Protection of the Narrow Endemic Plant Species, Urban/Wildlands interface guidelines, the policy set forth in section 6.3.2, the associated vegetation survey requirements, and compliance with the Best Management Practices, along with the siting, construction, design operation and maintenance guidelines set forth in section 7.0. It is recommended that the project performs focused surveys for the listed rare and declining wetland plant species. The CDFW recommends that ponding areas holding 3 cm or deeper of water for more than 24 hours after a rain event should be surveyed for threatened and endangered species of fairy shrimp. It is recommended that the DEIR and MSHCP DBESP include a hydrological analysis comparing sheet flow areas and the direction of sheet flows both pre- and post-project. The project’s riparian DBESP and the DEIR should include the detailed hydrological analysis, and detailed maps contrasting pre-project hydroperiod components. The CDFW’s survey recommendations include surveying for nests of specific bee species and project-level surveys in areas of impact with suitable habitat for bumblebee species.</p>
<p>Local Agencies</p>	
<p>City of Menifee May 8, 2023</p>	<p>The City of Menifee states that the City’s Engineering department requests the opportunity to review the Traffic Impact Analysis (TIA) for any potential impacts to Menifee streets, for the DEIR to determine whether the flood plain will overlap with the project and mitigate any flood impacts, and to provide all future environmental notices/documents to the City of Menifee Planning Department for review once they become available.</p>

<p>Riverside County Transportation Commission (RCTC) April 24, 2023</p>	<p>RCTC requests that the Draft EIR provide details of the future proposed rail and truck operations, including frequency and timing of deliveries, for RCTC to understand how the train traffic could impact future passenger rail operations. RCTC notes that any encroachment onto the Perris Valley Line right-of-way requires a Right of Entry Permit and a License Agreement from RCTC. Since the project is within the active rail line, there is a need to include Southern California Railway Authority/Metrolink to inquire on the Right of Way Encroachment Process and fill out a Right of Way Encroachment Application.</p>
<p>South Coast Air Quality Management District (SCAQMD) May 9, 2023</p>	<p>The SCAQMD recommends that the lead agency perform a more specific analysis of the following, regarding the air quality of the City of Perris:</p> <ul style="list-style-type: none"> • Use of the SCAQMD’s CEQA Air Quality Handbook and website for guidance when preparing air quality and greenhouse gas analysis. The SCAQMD recommends that the lead agency use the CalEEMod land use emissions software • Recommends that the lead agency quantify criteria pollutant emissions and compare emissions to the SCAQMD’s CEQA regional pollutant emissions significance thresholds and localized significance thresholds • Identify any potential adverse air quality impacts that could occur from all phases of the proposed project and all air pollutant related to the project • If diesel emissions are released from long-term construction, it is recommended that the Lead Agency perform a health risk assessment • The SCAQMD should be identified as a responsible agency for the proposed project in the Draft EIR, if a permit is required from the SCAQMD • Voices concern over potential health impacts of siting warehouses to the communities in proximity • Goes over the mitigation measures required if an impact is significant: require zero-emission or near zero-emission on-road haul trucks, limit the daily number of trucks allowed on the proposed project, provide electric vehicle (EV) charging stations • Lists additional mitigation measures for operational air quality impacts: maximize use of solar energy by installing solar energy arrays, use light colored paving and roofing materials, utilize only Energy Star heating, cooling and lighting devices, and appliances, use

	<p>of water-based or low VOC cleaning products that go beyond the requirements of SCAQMD Rule 1113</p> <ul style="list-style-type: none"> • Goes over design consideration for the proposed project that the lead agency should consider to further reduce air quality and health risk impacts • Recommends that the lead agency review SCAQMD rule 2305 to determine the potential WAIRE points compliance obligation for future operators and explore whether additional project requirements and CEQA mitigation measures can be identified and implemented at the proposed project, that may help future warehouse operators meet their compliance obligation.
<p>Eastern Municipal Water District (EMWD) April 18, 2023</p>	<p>The EMWD recommends that the lead agency defines the impact on the environment on existing EMWD facilities. In addition, as development within the area occurs over time, the proponents of new projects should consult with the EWMD’s development services department to understand existing water demands and sewer flows and prepare a Design Conditions report (DC), formerly known as a Plan of Service (POS). The EWMD requires beginning dialogue with project proponents and lists the instructions to set up a “Due Diligence” meeting. Following this meeting, design conditions will have to be developed by the developer’s engineer and reviewed/approved by the EMWD prior to submitting improvement plans for Plan Check.</p>

2.4 Availability of the Draft EIR

This Draft EIR is being distributed directly to agencies, organizations, and interested groups and persons for comment during a 45-day formal review period in accordance with Section 15087 of the State CEQA Guidelines. This Draft EIR and the full administrative record for the project, including all studies, is available for review during normal business hours Monday through Friday at the City of Perris Development Services Department – Planning Division, located at:

City of Perris Development Services Department – Planning Division
135 N. D Street
Perris, CA 92570
Phone: (951) 943-5003

This EIR is also available on the City of Perris Development Services Department – Planning Division website:

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

Written comments on the Draft EIR should be addressed to:

Alfredo Garcia, Associate Planner
City of Perris Planning Division
135 N. D Street
Perris, California 92570
algarcia@cityofperris.org
(951) 943-5003 ext. 287

2.5 Format of the EIR

This EIR addresses the potential environmental effects of the project and was prepared following input from the public and responsible and affected agencies, and through the EIR scoping process, as discussed previously. The contents of this EIR were based on the findings in the IS/NOP, and public and agency input. Based on the findings of the IS/NOP, a determination was made that an EIR was required to evaluate potentially significant environmental effects on the following resources:

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

One resource area, noise, was determined to have significant and unavoidable noise impacts based on the increase in noise generated by trucks passing an existing residence at the corner of Ellis Avenue and Redlands Avenue. The remaining resource areas listed above were determined to be less than significant, or less than significant with the implementation of mitigation measures.

With respect to the following resource areas, which were evaluated in the NOP/IS, it was determined that no potential impacts would occur that would require analysis in the EIR:

- Agriculture and Forest Resources
- Mineral Resources
- Population and Housing
- Recreation
- Wildfire

2.6 Responsible and Trustee Agencies

Projects or actions undertaken by the lead agency, in this case the City of Perris, may require subsequent oversight, approvals, or permits from other public agencies in order to be implemented. Other such

agencies are referred to as “responsible agencies” and “trustee agencies.” Pursuant to Sections 15381 and 15386 of the State CEQA Guidelines, as amended, responsible agencies and trustee agencies are defined as follows:

- A “responsible agency” is a public agency that proposes to carry out or approve a project, for which a lead agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term “responsible agency” includes all public agencies other than the lead agency that have discretionary approval power over the project (Section 15381).
- A “trustee agency” is a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California (Section 15386).

The various public, private, and political agencies and jurisdictions with a particular interest in the project may include, but are not limited to, the following:

Federal Agencies

- United States Fish and Wildlife Service (USFWS)
- United States Environmental Protection Agency (EPA)
- Federal Aviation Administration (FAA)
- United States Army Corps of Engineers (USACOE)

State Agencies

- Governor’s Office of Planning and Research (OPR)
- California Air Resources Board (CARB)
- California Energy Commission (CEC)
- California Public Utilities Commission (CPUC)
- California Department of Fish and Wildlife (CDFW)
- Santa Ana Regional Water Quality Control Board (RWQCB)
- California Department of Transportation (Caltrans), District 8
- California Native American Heritage Commission (NAHC)

Regional Local Agencies

- Southern California Association of Governments (SCAG)
- South Coast Air Quality Management District (SCAQMD)
- Eastern Municipal Water District (EMWD)
- Riverside County Fire Department (RCFD)
- Riverside County Sherriff’s Department (RCSD)

The City of Perris

- City of Perris Development Services Department – Planning Division

- City of Perris Development Services Department – Building Division
- City of Perris Public Works and Engineering Administration Department

Other additional permits or approvals may be required for the project.

2.7 Incorporation by Reference

In accordance with Section 15150 of the State CEQA Guidelines to reduce the size of the report, the following documents are hereby incorporated by reference into this EIR and are available for public review at the City of Perris Development Services Department – Planning Division. A brief synopsis of the scope and content of these documents is provided below.

The City of Perris General Plan

The City of Perris General Plan, also known as the Comprehensive General Plan 2030, consists of eight separate elements that have been updated since the completion of the Perris General Plan Environmental Impact Report in 2005. These eight different elements, or topical areas, are Circulation, Conservation, Housing, Noise, Safety, Open Space, Healthy Community, and Environmental Justice. Municipal programs and services needed to support physical development will be shaped by the “Strategy for Action” and subsequent Goals, Policies and Implementation Measures in each of the General Plan Elements. The last update to the General Plan was approved in 2022 with an update to the Safety Element and the adoption of the Environmental Justice Element.

The City of Perris Zoning Ordinance

The purpose of the City of Perris Development Code, or the Development Code (Title 19 of the Perris Municipal Code), is to protect the public health, safety, and welfare of the City of Perris by establishing zone districts and development regulations within the boundaries of the City. All established districts are designed to obtain the economic and social advantages resulting from the planned use of land, as referred to in the Land Use Element of the General Plan and this Code. The enactment of these regulations shall implement the growth and development of the community in a proper and orderly manner as provided by the City’s General Plan for the maximum benefit of the community.

Regional Transportation Plan

The Southern California Association of Governments (SCAG) is the largest metropolitan planning organization (MPO) in the United States. SCAG is responsible for developing long-range transportation plans and a sustainability strategy for a vast and varied region. The centerpiece of that planning work is Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Connect SoCal is an important planning document for the region, allowing public agencies who implement transportation projects to do so in a coordinated manner, while qualifying for federal and state funding. The plan includes robust financial analysis that considers operations and maintenance costs to ensure our existing transportation system’s reliability, longevity, resilience and cost effectiveness. In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California’s greenhouse gas emission reduction goals and federal Clean Air Act requirements. The plan also strives to achieve broader regional objectives, such as the preservation of

natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries and more efficient use of resources.

Riverside County Airport Land Use Compatibility Plan

As adopted by the Riverside County Airport Land Use Commission (ALUC), the Riverside County Airport Land Use Compatibility Plan Policy Document establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. Included are compatibility criteria and maps for the influence areas of individual airports. Also spelled out in the plan are the procedural requirements associated with the compatibility review of development proposals.

The Perris Valley Airport does not have a master plan as a result of it being privately owned. However, an Airport Land Use Compatibility Plan has been developed for the airport and is part of the Riverside County Airport Land Use Compatibility Plan Policy Document which establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. The Perris Valley Airport's policies and compatibility map is included under Chapter 3 of the Riverside County Airport Land Use Compatibility Plan Policy Document (Riverside County Airport Land Use Commission, 2004).

March Air Reserve/Inland Port Airport Land Use Compatibility Plan

The March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP) was prepared for and adopted by the Riverside County Airport Land Use Commission (RCALUC) in 2014. In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 et seq.), the RCALUC has been assigned the lead responsibility for airport land use compatibility planning around each of the public-use and military airports in Riverside County, including the preparation of an ALUCP for each airport.

Beginning in 2004, the RCALUC began adopting new versions of the ALUCPs for most of the airports in Riverside County. The ALUCP for each airport consists of the policies in Chapter 2 of that document that are applicable to all of the airports in the county together with airport-specific policies and maps in Chapter 3. This material plus an introductory chapter (Chapter 1) and a set of appendices comprise Volume I. Background data regarding each airport and its environs is included in Volumes 2 and 3.

2.8 References

City of Perris, 2004, *Environmental Impact Report City of Perris General Plan 2030*,

<https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000>

Riverside County Airport Land Use Commission, 2004, *Riverside County Airport Land Use Compatibility Plan*, <https://rcaluc.org/sites/g/files/aldnop421/files/migrated/Portals-13-19-20--20Vol.-201-20Perris-20Valley-20Final-Mar.2011-.pdf>, Accessed June 28, 2023

3.0 PROJECT DESCRIPTION

The City of Perris (City), as Lead Agency under the California Environmental Quality Act (CEQA) has prepared this Draft Environmental Impact Report (EIR) for the proposed Ellis Logistics Center Project (proposed project). The purpose of the Project Description is to provide an accurate, stable, and finite description of the project to allow for meaningful review by local, state, and federal reviewing agencies, decision-makers, and interested parties. State CEQA Guidelines Section 15124 (14 California Code of Regulations [CCR] §15124) requires a project description to contain the following:

1. The precise location and boundaries of the proposed project shown on a detailed map and along with a regional location map;
2. A clearly written statement of the objectives of the proposed project including the underlying purpose of the project and project benefits. The statement of objectives must be detailed enough to allow a Lead Agency the opportunity to develop and evaluate project alternatives;
3. A description of the proposed project's technical, economic, and environmental characteristics along with engineering and public service facilities details; and
4. A statement describing the intended uses of the EIR, including a chronological list of all necessary approvals and a roster of other agencies that may use the document, a list of required permits and approvals, and a list of related consultation and environmental review necessary under local, state, and federal laws, regulations, and policies.

An adequate project description need not be extensive, but it must be sufficient to allow for review and evaluation of the possible environmental impacts of a proposed project.

3.1 Project Overview

The proposed project would consist of the development and operation of an approximately 643,419-square-foot industrial warehouse facility in the City of Perris, Riverside County. The project site consists of two assessor parcels (APN) 330-090-006 (28.13 acres) and 330-090-007 (6.39 acres) totaling 34.52 acres. The net project site area is approximately 33.51 acres, excluding land reserved for public rights-of-way. The project site has a General Plan land use designation of Light Industrial (LI) and is zoned Light Industrial (LI).

Vehicular access to the project site would be provided by two driveways from Ellis Avenue. A 28-foot-wide driveway along the western extent of the project site would provide access to automobile parking located on the west side of the warehouse facility, and a 50-foot-wide driveway along the eastern extent would provide restricted 'truck only' access to 39 dock doors on the north side of the building and 48 dock doors on the south side. Truck trailer parking would be immediately adjacent to the dock doors on the north and south sides of the building.

The project site would also have access from the adjacent Burlington Northern and Santa Fe (BNSF)/Southern California Railroad Authority (SCRRA) Metrolink railway which runs in a northwest-southeast orientation adjacent to the project site. The proposed project would also be designed to accommodate a future rail spur track extension from the existing rail track north into the project site, such that rail cars could be loaded or unloaded directly from the proposed warehouse building. The proposed spur includes storage for 4 rail cars.

3.2 Project Location and Settings

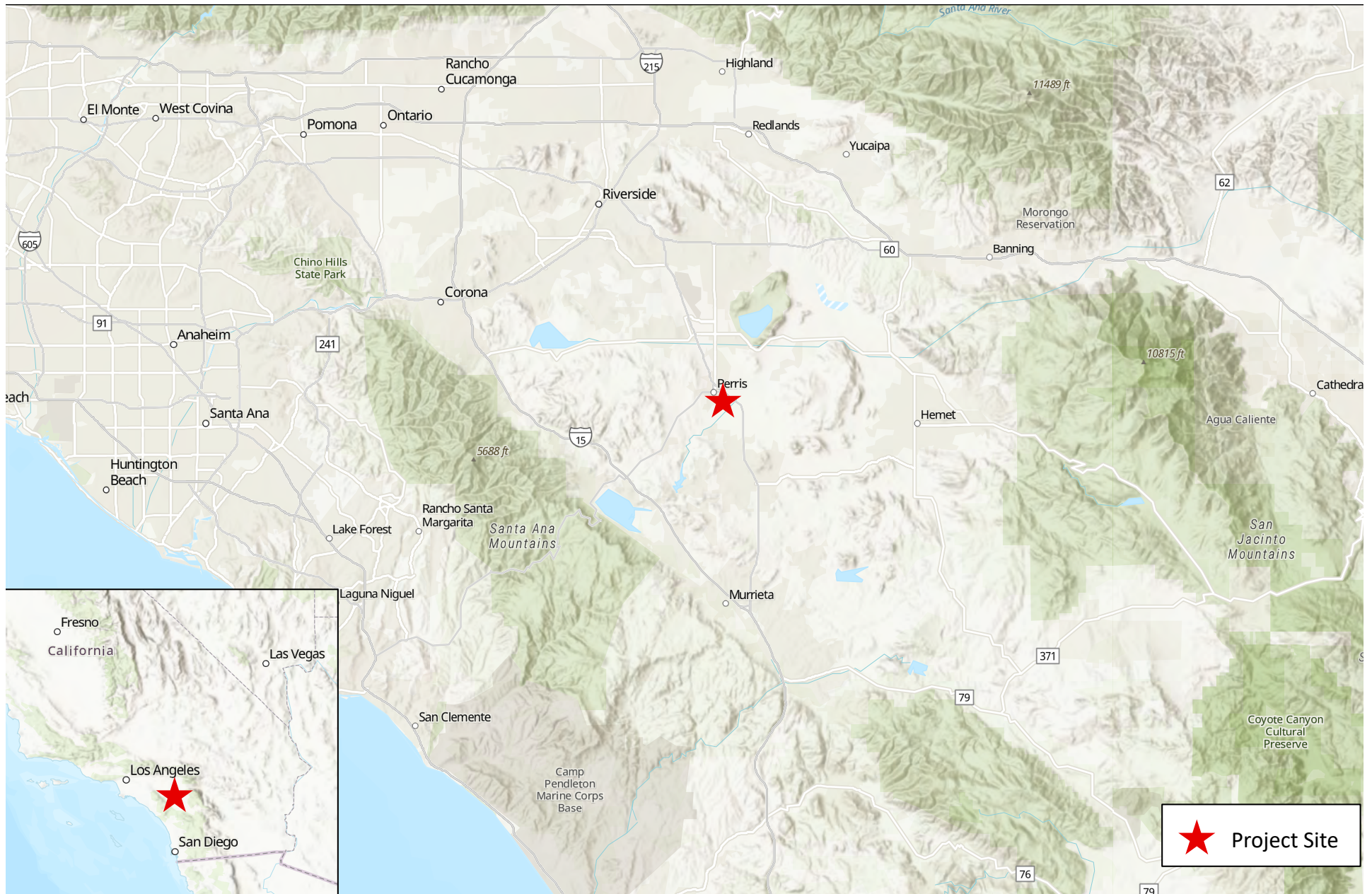
Regional Vicinity

The City of Perris is located within the Perris Valley midway between the San Jacinto and the Santa Ana Mountains and encompasses approximately forty (40) square miles in northwestern Riverside County. The City is bordered by the City of Moreno Valley and March Air Reserve Base/Inland Port Airport (MARB/IPA) to the north, the City of Menifee to the south, and unincorporated communities within Riverside County to the east and west. Regional access to the City is provided by Interstate 215 (I-215) which runs north/south near the eastern edge of the City and State Route 74 (SR-74) which runs east/west through the central portion of the City. Additionally, the BNSF Railway Southern Transcon line, currently utilized as the Metrolink 91/Perris Valley Line, traverses through the City along I-215 in the north and transitions southeast along Case Road. Please see **Figure 3-1: Regional Map**. The project site is depicted on the Perris quadrangle of the United States Geological Survey's (USGS) 7.5-minute topographic map series in Section 5 of Township 5 South, Range 3 West. See **Figure 3-2: USGS Topographic Map**.

Local Vicinity

The project site is located in the easterly portion of the City and is located approximately 1.25 miles southeast of the downtown Perris. The project site is located approximately 0.45 mile southwest of I-215, 0.7 mile southeast of SR-74, and 0.3 mile north of the San Jacinto River; see **Figure 3-3: Site Vicinity Map** and **Figure 3-4: Proposed Site Plan**.

The project site is bordered by Ellis Avenue to the north and bordered by the BNSF/Metrolink railway and Case Road to the southwest, with the Perris Valley Airport beyond. The project site is located within Zone D with the entire area well within the Airport Influence Area Boundary, defined as the primary traffic patterns and runway buffer area. Undeveloped land designated for industrial and commercial uses is located to the south, east, and west of the project site.

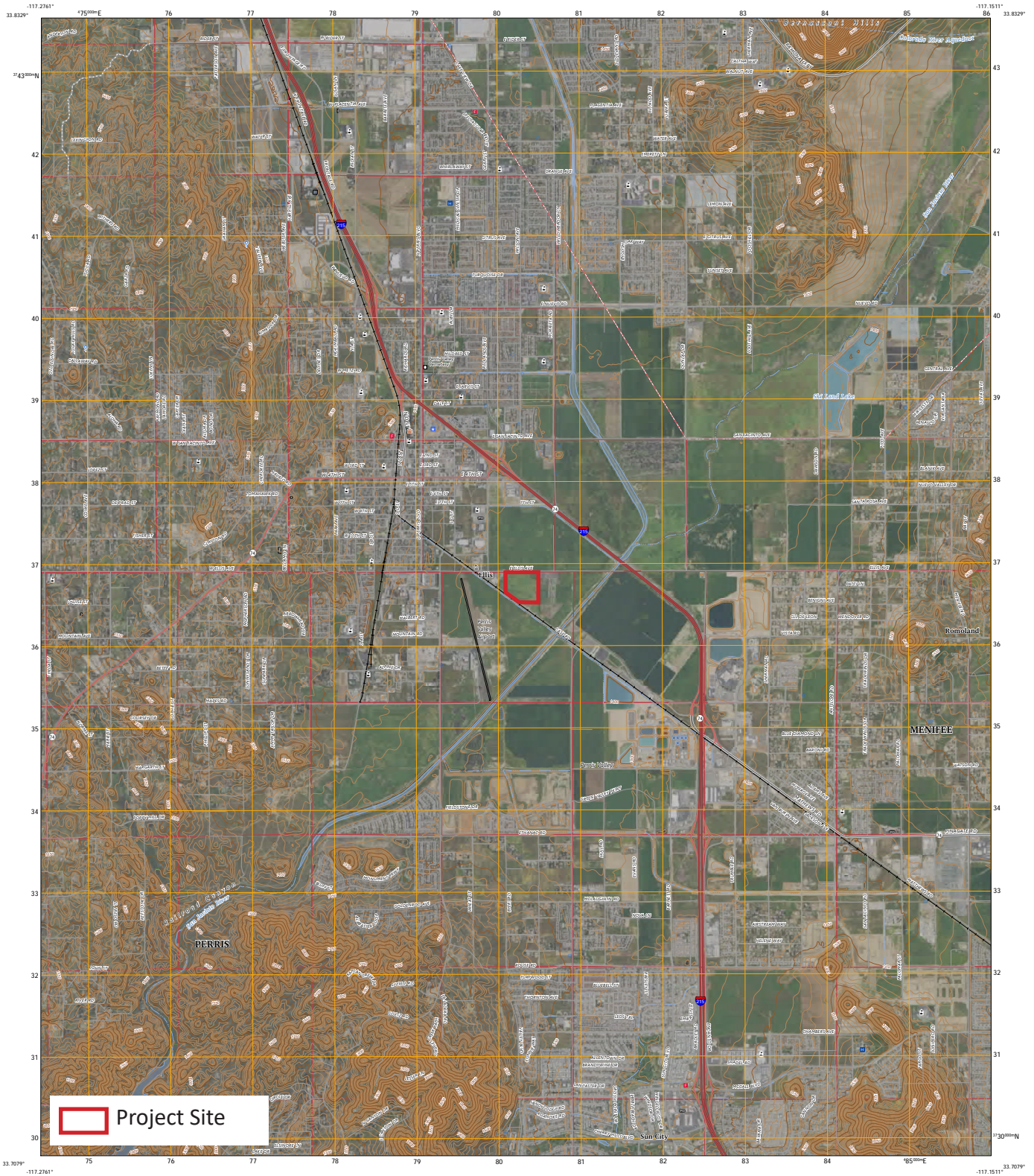


Source: ESRI, 2022

Figure 3-1: Regional Map
 Ellis Logistics Center Project
 Darft EIR



Not to scale



Source: United States Geological Survey, 2022

Figure 3-2: USGS Topographic Map
 Ellis Logistics Center Project
 Draft EIR



Not to scale



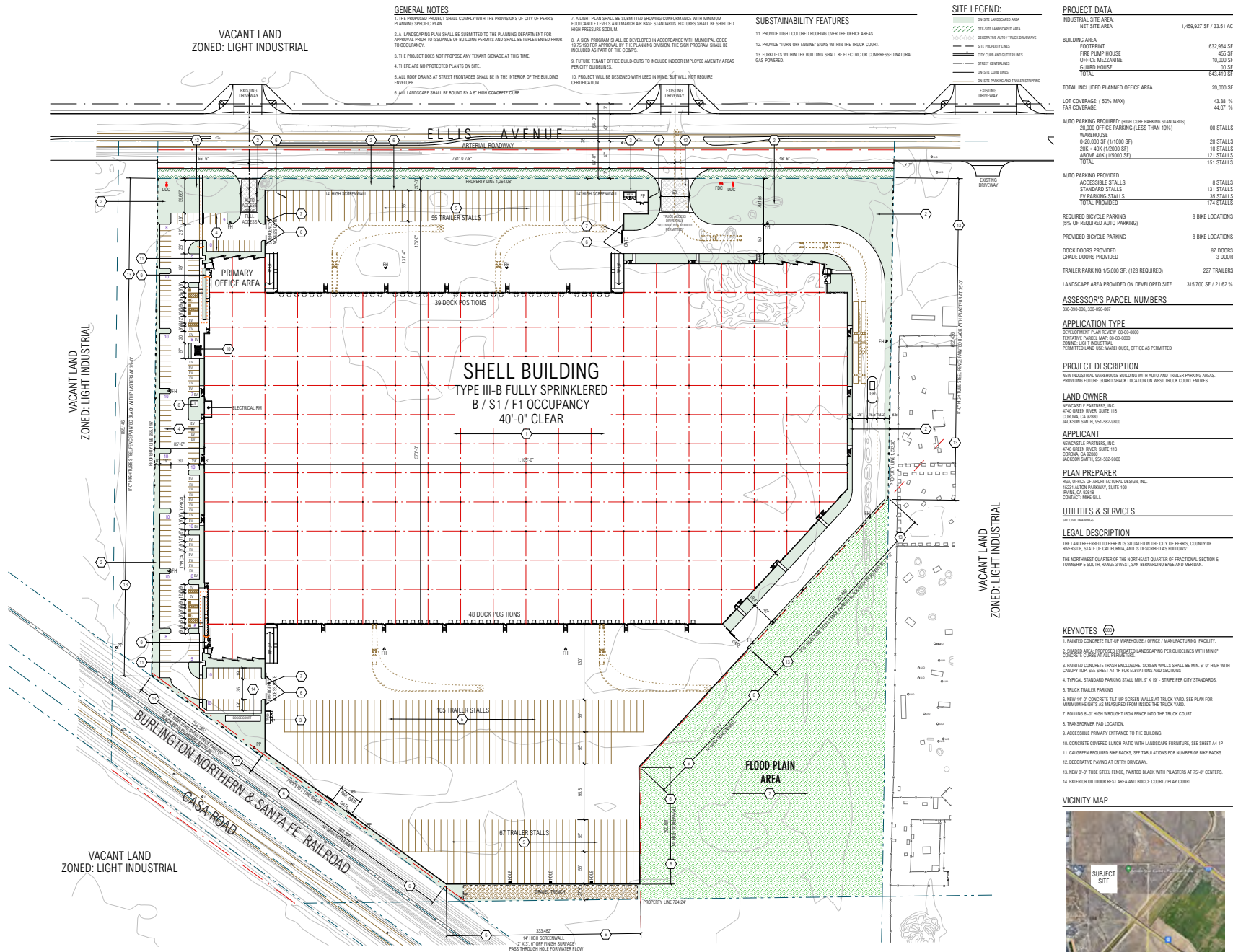


Source: ESRI, 2022

Figure 3-3: Site Vicinity Map
 Ellis Logistics Center Project
 Draft EIR



Not to scale



GENERAL NOTES

1. THE PROPOSED PROJECT SHALL COMPLY WITH THE PROVISIONS OF CITY OF PERKS PLANNING SPECIFIC PLAN.
2. A LANDSCAPING PLAN SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT FOR APPROVAL PRIOR TO ISSUANCE OF BUILDING PERMITS AND SHALL BE IMPLEMENTED PRIOR TO OCCUPANCY.
3. THE PROJECT DOES NOT PROVIDE ANY TENANT STORAGE AT THIS TIME.
4. THERE ARE NO PROTECTED PLANTS ON SITE.
5. ALL ROOF DRAINAGE AT STREET FRONTAGES SHALL BE IN THE INTERIOR OF THE BUILDING ENVELOPE.
6. ALL LANDSCAPE SHALL BE BOUND BY A 4" HIGH CONCRETE CURB.

SUSTAINABILITY FEATURES

7. A LIGHT PLAN SHALL BE SUBMITTED SHOWING CONFORMANCE WITH MINIMUM FOOTCANDLE LEVELS AND MAXIMUM AIR BASE STANDARDS; FEATURES SHALL BE SHOWN AT HIGH PRESSURE SODIUM.
8. A SIBN PROGRAM SHALL BE DEVELOPED IN ACCORDANCE WITH MUNICIPAL CODE 15.7.10 FOR APPROVAL BY THE PLANNING DEPARTMENT; THE SIBN PROGRAM SHALL BE INCLUDED AS PART OF THE CCR'S.
9. FUTURE TENANT OFFICE BUILD-OUTS TO INCLUDE INDOOR EMPLOYEE AMENITY AREAS PER CITY REQUIREMENTS.
10. PROJECT WILL BE DESIGNED WITH LEED IN MIND; WE WILL NOT REQUIRE CERTIFICATION.

SUSTAINABILITY FEATURES

11. PROVIDE LIGHT COLORED ROOFING OVER THE OFFICE AREAS.
12. PROVIDE "TURN-OFF ENGINE" SIGNS WITHIN THE TRUCK COURT.
13. FORDLIFTS WITHIN THE BUILDING SHALL BE ELECTRIC OR COMPRESSED NATURAL GAS-POWERED.

SITE LEGEND:

- ON-SITE LANDSCAPE AREA
- OFF-SITE LANDSCAPE AREA
- EXISTING AND PROPOSED DRIVEWAYS
- EXISTING DRIVEWAY
- EXISTING CITY CURB AND GUTTER LINES
- STREET CENTERLINES
- ON-SITE CURB LINES
- ON-SITE PARKING AND TRUCK COURTING

PROJECT DATA

INDUSTRIAL SITE AREA	1,456,927 SF / 33.51 AC
NET SITE AREA	
BUILDING AREA	632,864 SF
FOOTPRINT	455 SF
FIRE PUMP HOUSE	10,000 SF
OFFICE MEZZANINE	80 SF
GUARD HOUSE	80 SF
TOTAL	643,479 SF
TOTAL INCLUDED PLANNED OFFICE AREA	20,000 SF
LOT COVERAGE: (50% MAX)	43.38 %
FAR COVERAGE:	44.07 %
AUTO PARKING REQUIRED: HIGH CUBE PARKING STANDARDS	00 STALLS
WAREHOUSE	20 STALLS
0-20,000 SF (11,000 SF)	10 STALLS
20K - 40K (11,000 SF)	121 STALLS
ABOVE 40K (19,000 SF)	151 STALLS
TOTAL	151 STALLS
AUTO PARKING PROVIDED	8 STALLS
ACCESSIBLE STALLS	131 STALLS
STANDARD STALLS	35 STALLS
TOTAL PROVIDED	174 STALLS
REQUIRED BIKE PARKING (5% OF REQUIRED AUTO PARKING)	8 BIKE LOCATIONS
PROVIDED BIKE PARKING	8 BIKE LOCATIONS
DOCK DOORS PROVIDED	87 DOORS
GRADE DOORS PROVIDED	3 DOOR
TRAILER PARKING 15,000 SF: (128 REQUIRED)	227 TRAILERS
LANDSCAPE AREA PROVIDED ON DEVELOPED SITE	315,700 SF / 21.62 %

ASSESSOR'S PARCEL NUMBERS

325-000-001, 325-000-007

APPLICATION TYPE

DEVELOPMENT PLAN REVIEW: 03-20-2020
 TENTATIVE PARCEL MAP: 05-02-2020
 ZONING: LIGHT INDUSTRIAL
 PERMITTED LAND USE: WAREHOUSE, OFFICE AS PERMITTED

PROJECT DESCRIPTION

NEW INDUSTRIAL WAREHOUSE BUILDING WITH AUTO AND TRAILER PARKING AREAS. PROVIDING FUTURE GUARDED TRUCK LOCATION ON WEST TRUCK COURT OFFICE.

LAND OWNER

NEWCASTLE PARTNERS, INC.
 4240 GREEN RIVER, SUITE 110
 CORONA, CA 92620
 JACKSON SMITH, 951-840-8800

APPLICANT

NEWCASTLE PARTNERS, INC.
 4240 GREEN RIVER, SUITE 110
 CORONA, CA 92620
 JACKSON SMITH, 951-840-8800

PLAN PREPARER

RGA OFFICE OF ARCHITECTURAL DESIGN, INC.
 1021 HILLS PARKWAY, SUITE 100
 IRVINE, CA 92618
 CONTACT: MARI BELL

UTILITIES & SERVICES

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE CITY OF PERKS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF FRACTIONAL SECTION 5, TOWNSHIP 6 SOUTH, RANGE 1 WEST, SAN BERNARDINO BASIN AND MERIDA.

KEYNOTES

1. PAINTED CONCRETE TILT UP WAREHOUSE / OFFICE / MANUFACTURING FACILITY.
2. SLOPED AREA, PROPOSED BUILT LANDSCAPING PER GUIDELINES WITH MIN 6" CONCRETE CURB AT ALL PERIMETERS.
3. PAINTED CONCRETE TRUCK ENCLOSURE, SCREEN WALLS SHALL BE MIN. 6" HIGH WITH CANOPY TOP; SEE SHEET AA-17 FOR ELEVATIONS AND SECTIONS.
4. TYPICAL STANDARD PARKING STALL MIN. 9' x 19' - STOPS PER CITY STANDARDS.
5. TRUCK TRAILER PARKING
6. NEW 14" CONCRETE TILT-UP SCREEN WALLS AT TRUCK YARD; SEE PLAN FOR MINIMUM HEIGHT AS MEASURED FROM INSIDE THE TRUCK YARD.
7. ROLLING 8" HIGH WROUGHT IRON FENCE INTO THE TRUCK COURT.
8. TRANSFORMER PAD LOCATION.
9. ACCESSIBLE PRIMARY ENTRANCE TO THE BUILDING.
10. CONCRETE COVERED LUNCH PATIO WITH LANDSCAPE FURNITURE, SEE SHEET AA-17.
11. CALGREN REQUIRED BMP PACKS, SEE TABULATIONS FOR NUMBER OF BMP PACKS.
12. DECORATIVE FINISH AT ENTRY DRIVEWAY.
13. NEW 1/2" TUBE STEEL FENCE, PAINTED BLACK WITH PLASTER AT 7'-0" CENTERS.
14. EXTERIOR OUTDOOR REST AREA AND BOCCO COURT / PLAY COURT.

VICINITY MAP



Source: RGA Office of Architectural Design, 2023

Figure 3-4: Proposed Site Plan

Ellis Logistics Center Project
 Draft EIR



Not to scale



3.3 Surrounding Land Uses

Immediately surrounding the project site, the property to the north across East Ellis Avenue was previously vacant land (as of January 2021) but is currently being developed with a new light industrial warehouse facility. The properties to the west include a vacant parcel and one developed with a plastics recycling business (this property was vacant through 1992 but has since operated as a truck yard, mobile home safety products, lumber sales, and fabrication). Immediately to the south is the BNSF/Metrolink railway, Case Road, and undeveloped vacant land. Directly bordering the project site to the east is the Action Star Paintball Park and conservation land dedicated to the Regional Conservation Authority of Western Riverside County.

Major land uses in the vicinity include the Perris Valley Airport approximately 0.5 mile to the southwest. The Airport is primarily accessed via Goetz Road on the west. Adjacent to Goetz Road further west are predominantly industrial uses. Approximately 0.3 mile to the south of the project site is the San Jacinto River with land further south that is presently vacant but is part of the approved Green Valley Specific Plan. The properties to the east and southeast of the project site are also largely vacant, with the exception of the South Perris Metrolink Station on Case Road approximately 0.5 mile away and the Perris Valley Wastewater Treatment Plant and the I-215/Case Road interchange approximately 1.5 miles away.

The properties to the north and northwest, beyond I-215 (approximately 0.5 mile to the north) are largely undeveloped and crossed by the San Jacinto River. In this area, the river flows in a southwesterly direction but bends to the southwest after it crosses under I-215. Properties further to the west of the project site along Case Road, approximately 0.25 mile away, consist of industrial uses, but these uses give way to a few rural residential uses and then the southern portion of the City, which are largely characterized by single family residential uses located approximately 0.75 mile to the west.

Immediately across Ellis Avenue from the project site is the Phase 3 site of the approved South Perris Industrial Project. The South Perris Industrial Project was approved by the City in July 2010 and the Phase 3 site is currently under construction. A Major Modification for the Phase 3 site was approved by the City in 2021 to include up to 2,840,838 square feet of industrial space in 3 buildings.

A new specific plan project, the New Perris Commerce Center Specific Plan is immediately east of Interstate 215 from the proposed project site. An application for the New Perris Commerce Center Specific Plan project is still in the initial phases and proposes to replace the existing New Perris Specific Plan. The New Perris Commerce Center Specific Plan proposes approximately 4.3 million square feet of industrial space and approximately 6,800 square feet of retail space.

3.4 Land Use Designations and Zoning

General Plan Land Use Designation

The purpose of a city or county General Plan is to guide land use and planning decisions within a given jurisdiction. The General Plan defines boundaries of land uses and sets forth goals and policies to help provide for orderly development and provision of services. The specific nature of the development will

depend largely on physical, environmental, and economic conditions and jurisdictions have processes that enable the amending or changing of land uses to enable flexibility and to be responsive to changing conditions. General Plans are often developed with defined Planning Areas that more specifically prescribe land uses and the intent of development within a given area. The City of Perris General Plan 2030 (Perris GP) has nine Planning Areas of which the project site is located within Planning Area 8: Perris Valley Airport/South Industrial, which is discussed in additional detail further below.

The Perris GP Land Use Element designates the project site as Light Industrial (LI). The LI General Plan designation is within the overall Industrial designation and defines LI uses as those that include limited assembly and packaging operations, self-storage warehouses, distribution centers, and business to business retail operations. Other allowable uses include small warehouses or equipment yards (e.g., general contractors, carpet and flooring installers, or other construction related trades), light manufacturing uses, materials processing and assembly, distribution centers, and large-scale warehousing.

Planning Area 8: Perris Valley Airport/South Industrial

As noted above, the Perris GP separates the City into various smaller individual planning areas. The planning areas can be based on topography, major local uses, proximity to transportation infrastructure, etc. The planning areas provides more specific guidance regarding the development of these areas and may contain specific goals and policies defining allowable uses, and to develop a central theme for the area. For example, planning areas may focus on industrial, commercial, or residential uses, or incorporate a mix of these or others.

The proposed project site is located in Planning Area 8: Perris Valley Airport/South Industrial. Planning Area 8 consists of a large area located within the southern portion of the City, generally bound by I-215 on the north and northeast, East 4th Street (State Route 74 West) to the north, East Ellis Avenue to the northwest, Watson Road to the west, and the San Jacinto River to the southeast. This area is anchored by the airport which is surrounded by areas with industrial land use designations. Planning Area 8 occupies approximately seven percent of the City's land area and also includes two specific plans: the Green Valley Specific Plan and the New Perris Specific Plan.

Perris Municipal Code – Title 19 (Perris Development Code)

The overall purpose of the Perris Municipal Code – Title 19 (Perris Development Code) is to protect the health, safety and welfare of the residents of the City by establishing zone districts and development regulations within the boundaries of the City. This is done to implement the goals and policies of the Perris GP, guide development in accordance with the Perris GP, accommodate needed uses, and to have a legal framework to ensure the physical, social, and economic advantages result in orderly development based on the comprehensive general plan.

Similar to the Perris GP, the Perris Development Code also establishes and defines zones and the allowable uses within a specified zone. The project site is zoned Light Industrial (LI). The LI zone provides for light industrial uses and related activities such as manufacturing, research, warehouse and distribution,

assembly of non-hazardous products/materials, and retail related to manufacturing. The Perris Development Code notes that the LI zone correlates with the Perris GP LI land use designation and that both warehouses and warehouse/distribution centers are permitted uses in this zone.

3.5 Existing Setting

The project site consists of two vacant undeveloped parcels totaling approximately 34.52 acres. The project site is relatively flat, with no areas of topographic relief, at an approximate elevation of 1,415 feet above mean sea level. The ground surface also is relatively level but descends slightly, approximately 2-3 feet over a distance of approximately 1,450 feet (0.2% slope), from north to south. The site has been previously disturbed from previous vegetation and weed control (mowing and disking) and generally consists of non-native ruderal shrubs and grasses, with no existing landscaping or trees. Based on aerial photographs dating to 1938, the project site has been undeveloped but has previously been used for agricultural purposes such as growing hay.

The entire project site is located in an AE designated flood zone based on the FEMA flood insurance rate map (FIRM) due to its proximity to San Jacinto Creek. The project site has a base flood elevation of 1,420 feet. See **Figure 3-5: Existing FEMA Floodplain Map**.

Existing Transportation Network

Regional Network

The transportation network in the City is centered around I-215, which bisects the City. I-215 is generally aligned north and south and connects with I-15 near the City of Murrieta, approximately 16 miles to the south, and through San Bernardino approximately 30 miles to the north where it reconnects with I-15. State Route 74 is the only other state-maintained roadway within the City and is generally aligned from east to west. The eastern segment begins approximately 1.25 miles southeast of the project site at I-215 and provides easterly access to the unincorporated community of Homeland and the Cities of Hemet and San Jacinto.

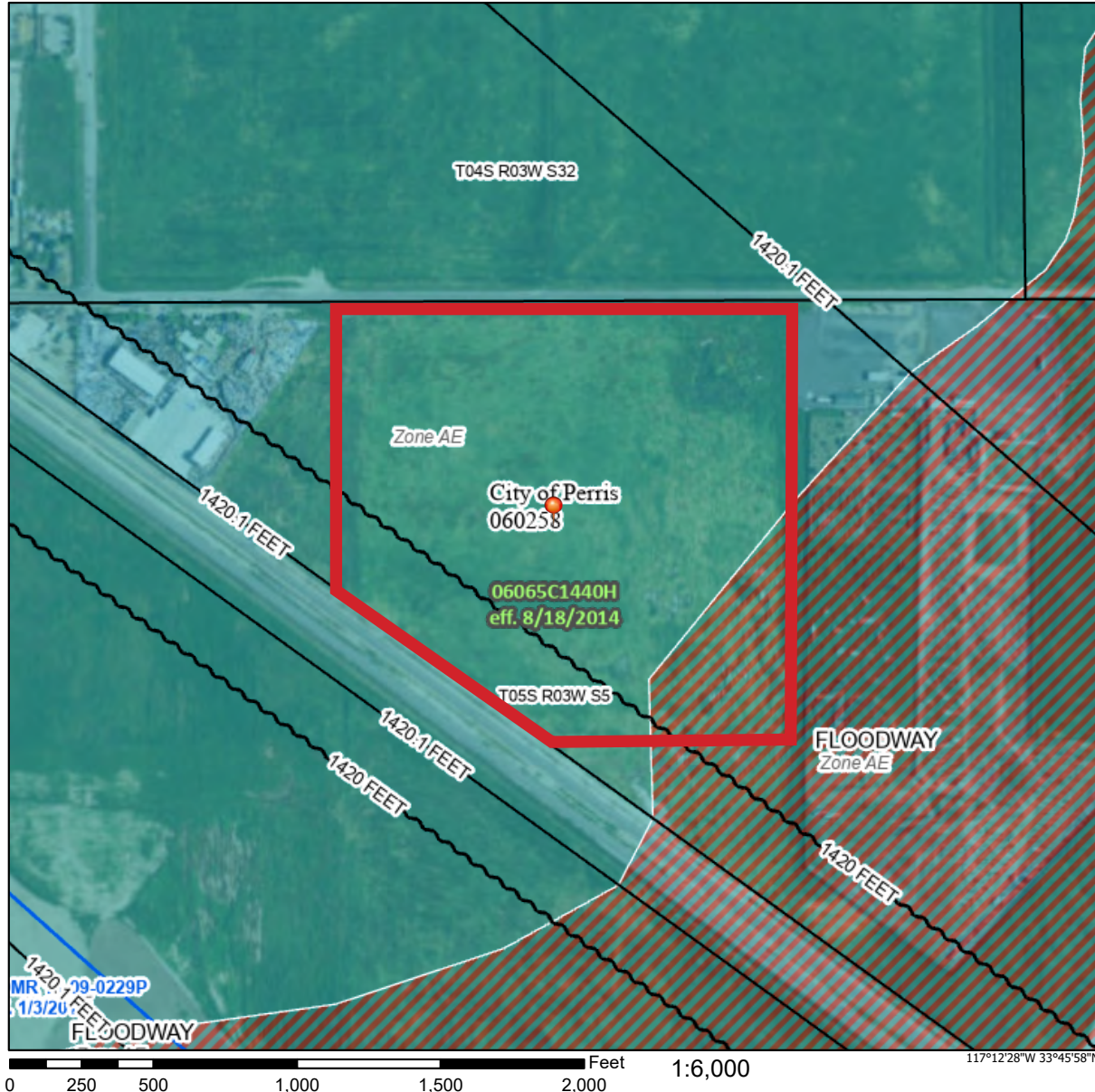
Local Network

The local roadway network in the City consists of secondary and primary arterial streets (street with a curb-to-curb width of 64 feet to 86 feet), collector streets (streets with a 40 feet to 64 feet curb-to-curb width and six feet of sidewalk on both sides depending on the particular design and traffic volumes), and local streets (streets with a 60-foot right-of-way and a curb-to-curb width of 40 feet and six-foot-wide sidewalks generally on both sides). The project site is bound by Case Road on the south, which is classified as a Primary Arterial. The project site is bounded by Ellis Avenue on the north, which is classified as a Major Collector. These roadways and proposed connections and site access are discussed in more detail further below. The nearest transit stop is the Goetz Road and Case Road bus stop located approximately 0.54 mile northwest of the project site and the South Perris Metrolink Station located approximately 0.5 mile to the southeast.

National Flood Hazard Layer FIRMette



117°13'5"W 33°46'28"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS	<ul style="list-style-type: none"> Without Base Flood Elevation (BFE) Zone A, V, A99 With BFE or Depth Zone AE, AO, AH, VE, AR Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD	<ul style="list-style-type: none"> 0.2% Annual Chance Flood Hazard. Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X Future Conditions 1% Annual Chance Flood Hazard Zone X Area with Reduced Flood Risk due to Levee. See Notes. Zone X Area with Flood Risk due to Levee Zone D
OTHER AREAS	<ul style="list-style-type: none"> NO SCREEN Area of Minimal Flood Hazard Zone X Effective LOMRs Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES	<ul style="list-style-type: none"> Channel, Culvert, or Storm Sewer Levee, Dike, or Floodwall
OTHER FEATURES	<ul style="list-style-type: none"> Cross Sections with 1% Annual Chance Water Surface Elevation Coastal Transect Base Flood Elevation Line (BFE) Limit of Study Jurisdiction Boundary Coastal Transect Baseline Profile Baseline Hydrographic Feature
MAP PANELS	<ul style="list-style-type: none"> Digital Data Available No Digital Data Available Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 6/23/2022 at 6:31 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Source: FEMA, USGS, 2022

Figure 3-5: Existing FEMA Floodplain Map



Not to scale

3.6 Proposed Project

Project Components

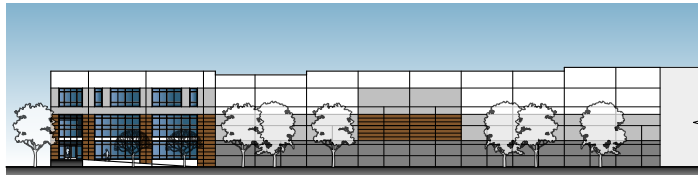
The proposed project consists of the development and operation of a light industrial warehouse facility on APN 330-090-006 and APN 330-090-007 consisting of approximately 34.52 acres. The proposed project consists of a 40-foot-tall logistics warehouse building of approximately 643,419 square feet. The proposed structure would be a concrete tilt up warehouse building and would have a roof line of approximately 40 feet in height but have altering parapets between 43 feet and 49 feet. The varying parapet heights are used to conceal rooftop mechanical equipment and minimize noise. The building would be painted in white, grey, and brown and would have windows and building articulation to break up the massing of the structure. Landscaping also is included and would encircle the site along the perimeter of the site and within interior parking lots. The densest plantings would occur along Ellis Avenue to soften views of the new structure from the roadway. Please see **Figure 3-4** and **Figure 3-6: Proposed Building Elevations**.

The overall footprint of the building would be approximately 643,419 square feet. The interior of the warehouse would include a total of approximately 10,000 square feet of office mezzanine space; the primary office area would be in the northwest corner of the building and a secondary office area would be in the southwest corner. The proposed project would also include an approximately 455-square-foot fire water pump house. The first-floor office would include an open office set up in the middle surrounded by a break room, conference room, offices, and Americans with Disabilities Act (ADA) compliant men’s and women’s restrooms. Immediately above this area on the second floor would be the remainder of the office area with an open office set up in the middle surrounded by offices, a conference room, and ADA compliant unisex restrooms. The warehouse facility would not be used for cold storage. The exterior portions of the project site also would include perimeter fencing, sidewalks, and pedestrian paths to access parking areas. The overall project square footage and these project elements are shown in *Table 3-1: Project Site Data*.

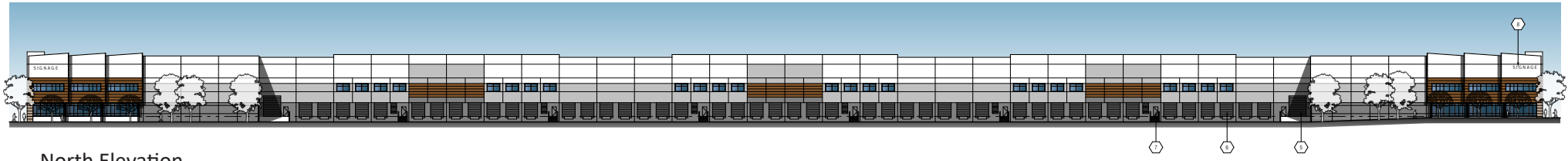
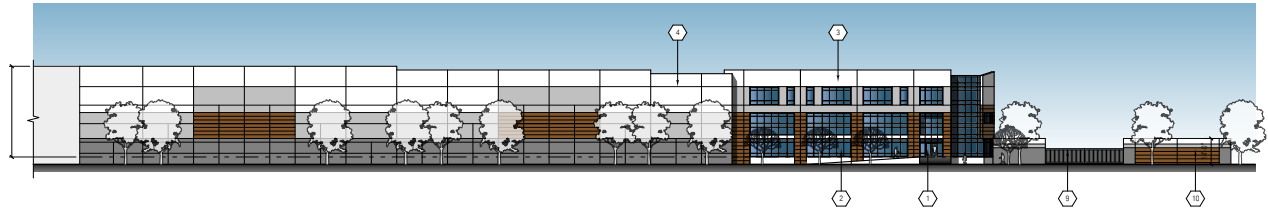
Pursuant to the City of Perris Good Neighbor Guidelines for Siting New and/or Industrial Facilities (GNG 2022), the building would be designed and required to obtain Silver LEED Certification. The on-site equipment, such as forklifts, would be required to be electric powered with the necessary electrical charging stations provided. In addition, the Perris GNG 2022 requires the installation of solar panels capable of providing 100 percent of the power to the office area of the building.

Table 3-1: Project Site Data

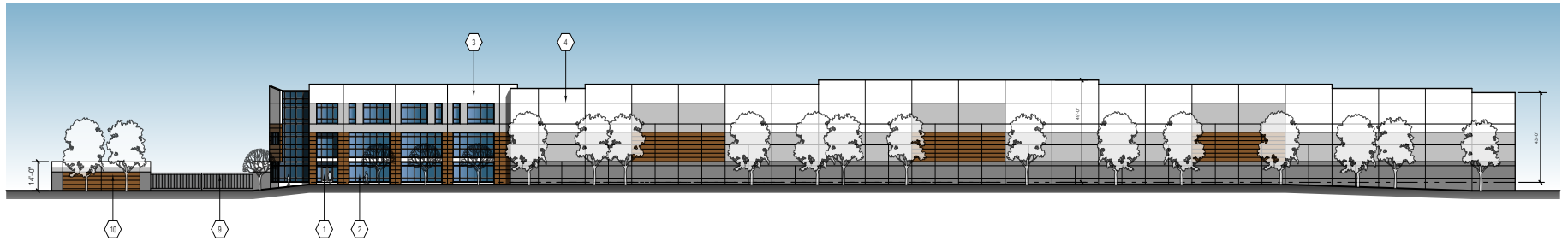
Project Use	Area
Overall Project Site	34.52 acres
Building Footprint	632,964 sf
Office Mezzanine	10,000 sf
Fire Water Pump House	455 sf
Other interior areas: <i>Office area(s), Electrical Room, Restrooms, Break Room, Lobby</i>	--
Total	643,419 sf



East Elevation



North Elevation



West Elevation



South Elevation

Source: RGA Office of Architectural Design, 2023

Figure 3-6: Proposed Building Elevations

Ellis Logistics Center Project
Draft EIR



Not to scale



Rail Spur Connection

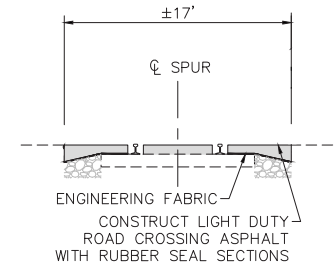
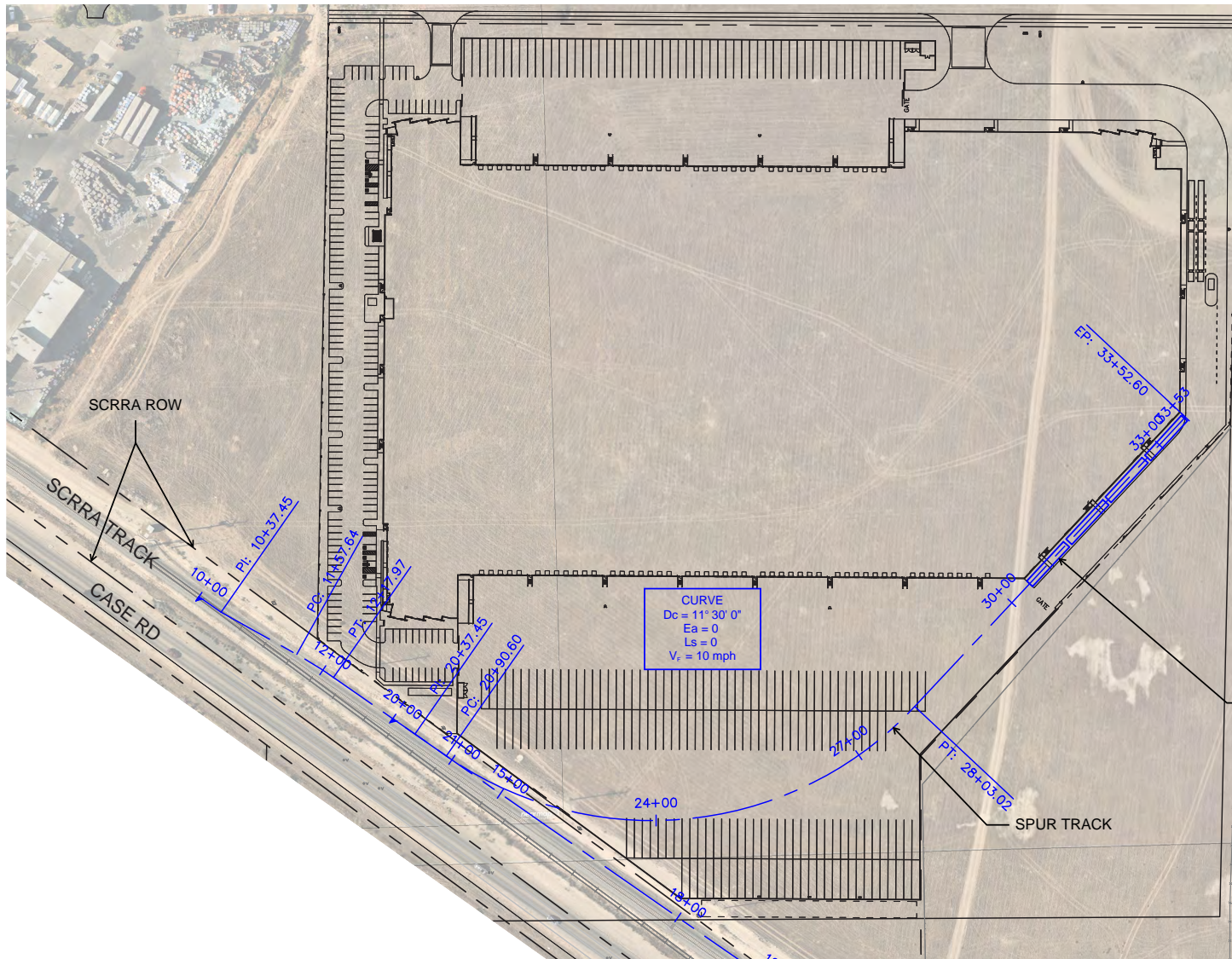
The project site could also be accessed from the BNSF/Southern California Railroad Authority (SCRRA) Metrolink railway adjacent to the project site to the south. The project would be designed to accommodate future extension of a rail spur track that would extend from the existing rail track north into the project site, such that rail cars could be loaded or unloaded directly from the proposed building. The proposed spur would include storage for 4 rail cars. Deliveries to site would be based on market demand and availability and schedule of rail operations. Rail deliveries would be anticipated to be 2-3 times per week. The proposed spur design includes a siding track to allow for switching operations. The design for the rail spur would be consistent with BNSF/SCRRA design standards. Internal rail crossing within the project site would be designed to minimize conflicts with the project's proposed site circulation. The project would include safety warnings and other devices, as required, to warn of train movement within the parking areas. See **Figure 3-7: Potential Rail Spur Connection**.

Site Access, Circulation, and Parking

Regional access to the project site for automobile and personal vehicles would be provided from the north via Redlands Avenue at the I-215/State Route 74 West interchange or from the southwest via Case Road and the I-215/State Route 74 East interchange. Truck traffic is only anticipated to access the project site from the southwest via Case Road and the I-215/State Route 74 East interchange. Direct access onto the project site would be via two driveways that would be constructed and "T" with Ellis Avenue. The westerly driveway would be approximately 28 feet wide and used for car access only. The easterly driveway would be approximately 50 feet wide and used for truck access only. No other access points are proposed for truck access. The parking breakdown on-site is shown in *Table 3-2: Project Parking* and discussed further below.

Table 3-2: Project Parking

Automobile Parking	Stalls	Truck Parking	Spaces
Accessible	8	Dock Doors	87
Standard Stalls	131	Grade Doors	3
EV/Carpool Parking Stalls	35	Trailer parking	227
Total	174	Total	317



4 RAIL CARS STORAGE

SUMMARY:

- PROVIDES STORAGE FOR 4 RAIL CARS
- MINOR PARKING RECONFIGURATION REQUIRED
- SIDING TRACK PROVIDED FOR SWITCHING OPERATIONS AND APPROXIMATELY 500' TF FOR STORAGE
- SPUR TRACK DOES NOT DIRECTLY CONNECT WITH METROLINK PERRIS VALLEY LINE



SCALE: 1" = 150'

Source: Kimley-Horn Inc, 2023

Figure 3-7: Proposed Rail Spur

Ellis Logistics Center Project
Draft EIR



Not to scale

Kimley»Horn

The interior site circulation from the truck access from Ellis Avenue would lead trucks to the guard shack or gated entrance along the easterly side of the structure. From the gate, access to the northerly dockyard would be provided. The northern dockyard would provide 55 trailer stalls and 38 dock positions. Using the easterly ring road, which leads to the guard shack, trucks also would have access to the southerly dockyard, which would include 172 trailer stalls and 49 dock positions. In accordance with the Perris GNG 2022, signs and driver aisle pavement markings shall clearly identify the onsite circulation. Furthermore, signs shall be posted in the appropriate locations indicating that parking and maintenance of trucks shall be conducted within designated areas and not within the surrounding community or public streets. Additionally, signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the City-approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.

Smaller personal vehicles entering from the westerly driveway would have direct access to the adjacent parking lot along the west boundary of the project site. The standard vehicle parking lot would include 8 accessible stalls, 131 standard stalls, and 35 total electric vehicle (EV)/carpool parking stalls (at least 9 with chargers at the time of project opening and 26 future EV ready to accommodate future demand). Access to the truck areas would not be provided from this driveway. Access to the northern and southern truck areas would be blocked by an emergency access gate and access to the truck areas would be controlled by the guard shack and gates. These components of the project are in accordance with the Perris GNG 2022, recommending that passenger vehicle parking should be separated from enclosed truck parking/truck court in addition to having separate primary access.

The proposed site plan has been designed to accommodate the needed maneuvering space for daily activities and machinery use including forklifts, other lift equipment, and large semi-trucks. The parking lots have been designed to efficiently enable vehicle circulation through parking lots around the site with adequate space to enable backing into the loading docks. As required, all trucks and machinery would be equipped with warning sounds (high pitch beeping) consistent with the Occupational Safety and Health Administration (OSHA) requirements. Additionally, the project site would include 8 bicycle parking stalls. Furthermore, in accordance with the Perris GNG 2022, the proposed project shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on-site queuing for trucks away from sensitive receptors.

Landscaping and Retention Basins

Approximately 315,700 square feet (21.62%) of the site would be used for landscaping and/or drainage areas. The percentage of landscaping alone is approximately 286,133 square feet (19.59 percent) for the project. This would exceed the recommended 14 percent landscaping area recommended policy for Light Industrial uses in the Perris GNG 2022. Landscaping would be installed around the perimeter of the entire project site with landscaping along Ellis Avenue, the northwesterly corner of the project site, and within the parking areas providing the most vegetative cover for visual screening and to provide opportunities for drainage control. Landscaping in these areas adjacent to Ellis Avenue would range in width from 20 feet to 56 feet, with rows of staggered tree plantings to obscure views of the building. Other landscaping would include a single row of trees as well as ground plantings along the southerly, westerly, and easterly

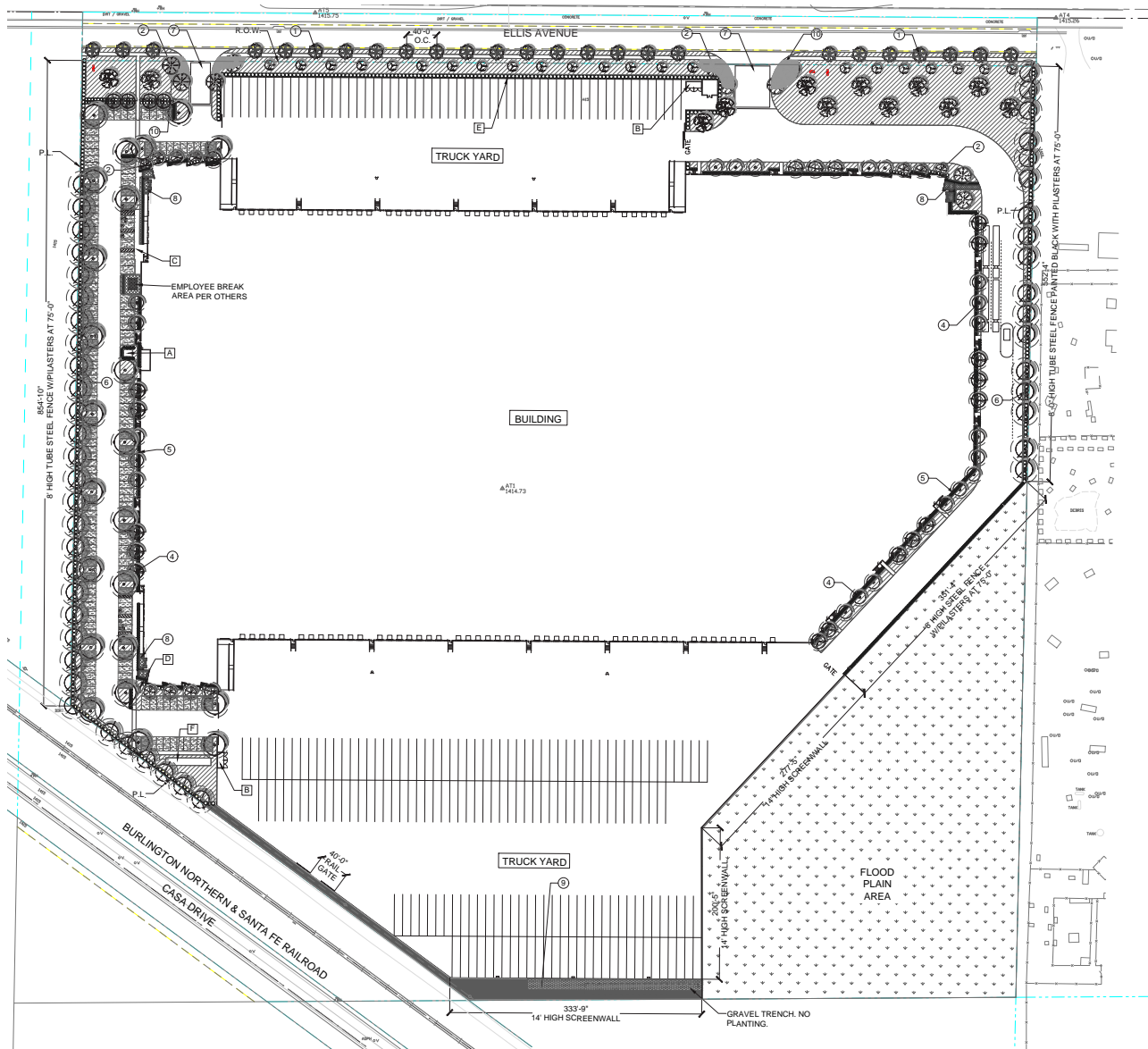
project boundaries. These areas are adjacent to an existing industrial use and vacant lot, the existing BNSF/Metrolink railway and less travelled Case Road, and Action Star Paintball Park. Shade Trees shall be planted to comply with CalGreen Code Sections 5.106.121.1, 5.106.12.2, and 5.106.12.3. Tree shading shall provide over 50% of the parking area within 15 years.

The landscaping plan for the project would include planting 191 trees of 9 different species. This would include London Plane Tree (*Plantanus acerifolia*), Blue Palo Verde (*Cercidium x.*), Crape Myrtle (*Lagerstroemia l.*), African Sumac (*Rhus lancea*), Brisbane Box (*Tristania conferta*), Fern Pine (*Podocarpus gracilior*), Mondell Pine (*Pinus eldarica*), Coast Live Oak (*Quercus agrifolia*), and Holly Oak (*Quercus ilex*). The project also proposes to plant 5 species of shrubs which consist of the Purple Hopseed Bush (*Dondonaea v. 'purpurea'*), Coast Rosemary (*Westringia fruticose*), Texas Ranger (*Leucophyllum f. 'green cloud'*), Texas Privet (*Ligudtrum texanum*), and Dwarf Bottle Brush (*Callistemon Little john'*). The project also proposes 7 types of ground cover which would consist of Prostrate Rosemary (*Romarinus o. 'prostratus'*), Dwraf Lantana (*Lantana camara*), Deer Grass (*Muhlenbergia rigens*), Cleveland Sage (*Salvia clevelandia*), Red Yucca (*Hesperaloe parviflora*), Regal Mist Pink Muhly (*Muhlenbergia capillaris 'regal mist'*), and natural hydroseed. Trees also would be planted within the parking zone area in landscaped islands. Planting would be excluded from the proposed drainage basin which would be hydroseeded. See **Figure 3-8: Proposed Landscape Plan.**

Hydrology

The proposed project would be designed to maintain a finished floor elevation greater than the existing FEMA 100-year flood elevation, with the exception of the portion of the site within the Special Flood Hazard Area, which would not be developed; coordination with FEMA for approval is necessary for the proposed grading. Please see **Figure 3-5.** The project has been designed so that post-project drainage characteristics are similar to existing conditions. The westerly edge of the project site would contain a swale to help contain the off-site run-on water from the properties to the west. On-site generated runoff would be controlled by above-and below-ground drainage facilities that would control and direct water to an underground storage facility in the southwest portion of the site. This facility would provide for timed discharge to the detention basin in the southernmost corner of the site to maximize infiltration and minimize stormwater runoff volumes.

The on-site basins would help control runoff using a variety of pre-treatment best management practices (BMPs). The underground storage facility would contain two modular wetland systems (MWS) that would be used to treat the water and sized based on the anticipated runoff volumes. The landscaped areas and vegetated swales also would function as biological filters, promote infiltration, and reduce the volumes of runoff from entering the storm drainage system.



DESIGN KEY NOTES:

- 1 NEW STREET TREE PER PLANTING LEGEND.
- 2 FLOWERING ACCENT TREE AT KEY FOCAL AREAS PER PLANTING LEGEND.
- 3 PARKING LOT SHADE TREE PER PLANTING LEGEND.
- 4 VERTICAL TREE ALONG BUILDING PER PLANTING LEGEND.
- 5 FOUNDATION SHRUB ALONG BUILDING PER PLANTING LEGEND.
- 6 LARGE EVERGREEN SCREEN SHRUB ALONG PROPERTY LINE PER PLANTING LEGEND.
- 7 TYP. ENHANCED VEHICULAR DECORATIVE CONCRETE PAVING.
- 8 TYP. ENHANCED PAVING AT BUILDING ENTRY.
- 9 CRUSHED GRAVEL IN LANDSCAPE AREA WITHIN SECURED YARD, TYP.
- 10 D.G. POCKETS WITH ASSORTED SUCCULENTS.

REFERENCE KEY NOTES:

- A TRANSFORMER PER CIVIL PLANS.
- B TRASH ENCLOSURE PER ARCHITECTURAL PLANS.
- C CONCRETE WALKWAY, REFER TO ARCHITECTURAL PLANS.
- D BIKE RACK PER ARCHITECTURAL PLANS.
- E 14'-0" HIGH SCREEN WALL PER ARCHITECTURAL PLANS.
- F BOCCO BALL COURT

PLANTING LEGEND

TREES			
SYMBOL	TREE NAME	QTY.	WUCOLS
	NEW STREET TREE ALONG ELLIS AVENUE PLATANUS ACERIFOLIA, LONDON PLANE TREE 24" BOX SIZE.	25	M
	LARGE FLOWERING ACCENT TREE CERCIDILUM X. DESERT MUSEUM, BLUE PALO VERDE 38" BOX SIZE.	10	L
	SMALL FLOWERING ACCENT TREE LAGERSTROEMIA I. WATERMELON RED, CRAPE MYRTLE 24" BOX SIZE.	10	M
	PARKING LOT SHADE TREE RHUS LANGEA, AFRICAN SUMAC 24" BOX SIZE.	23	L
	VERTICAL TREE ALONG BUILDING TRISTANA CONFERTA, BRISBANE BOX 24" BOX SIZE.	24	L
	VERTICAL TREE ALONG BUILDING PODOCARPUS GRACILIOR, FERN PINE 24" BOX SIZE.	21	M
	EVERGREEN TREE ALONG PROPERTY LINE PINUS ELDARICA, MONDELL PINE 24" BOX SIZE.	47	L
	LARGE CA NATIVE TREE QUERCUS AGRIFOLIA, COAST LIVE OAK 24" BOX SIZE.	12	L
	CA NATIVE TREE QUERCUS ILEX, HOLLY OAK 24" BOX SIZE.	22	L

SHRUBS - SHRUBS SHALL CONSIST OF THE FOLLOWING:

SYMBOL	NAME	WUCOLS
	DODONAEA V. PURPUREA, PURPLE HOPSEED BUSH 5 GAL. SIZE.	M
	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE.	L
	LEUCOPHYLLUM F. 'GREEN CLOUD', TEXAS RANGER 5 GAL. SIZE.	L
	LIGUSTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE.	L
	CALLISTEMON LITTLE JOHN, DWARF BOTTLE BRUSH 5 GAL. SIZE.	L

GROUND COVERS - GROUND COVER AND SHRUB MASSES SHALL CONSIST OF THE FOLLOWING:

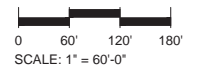
SYMBOL	NAME	WUCOLS
	ROSMARINUS O. 'PROSTRATUS', PROSTRATE ROSEMARY 1 GAL. @ 24" O.C.	L
	LANTANA CAMARA 'DWARF GOLD', DWARF LANTANA 1 GAL. SIZE @ 30" O.C.	L
	MUHLENBERGIA RIGENS, DEER GRASS 5 GAL. SIZE @ 42" O.C.	M
	SALVIA CLEVELANDII, CLEVELAND SAGE 5 GAL. SIZE @ 48" O.C.	L
	HESPERALOE PARVIFLORA, RED YUCCA 1 GAL. SIZE @ 30" O.C.	L
	MUHLENBERGIA CAPILLARIS 'REGAL MIST', REGAL MIST PINK MUHLY 5 GAL. SIZE @ 30" O.C.	L
	NATURAL HYDROSEED WITH TEMPORARY IRRIGATION	

NOTE: APPLY A 3" MIN. LAYER OF MULCH TOP DRESSING WITHIN ALL PLANTING AREAS. A SAMPLE IS REQUIRED PRIOR TO APPLICATION.

WUCOLS PLANT FACTOR

THIS PROJECT IS LOCATED IN 'WUCOLS' REGION 4-SOUTH INLAND VALLEY.

- H = HIGH WATER NEEDS
- M = MODERATE WATER NEEDS
- L = LOW WATER NEEDS
- VL = VERY LOW WATER NEEDS



CONCEPTUAL PLAN NOTE:

THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

IRRIGATION NOTE:

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND/OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATED MANDATED AB-1881 WATER ORDINANCE.

GENERAL NOTES:

- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH BINDER MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW UNITS, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

SHADE CALCULATIONS

TOTAL PARKING AREA: 31,064 SF
 TOTAL SHADE AREA REQUIRED: 15,532 SF (50%)
 TOTAL SHADED AREA PROVIDED: 15,563 SF (50.4%)
 SHADE TREES SHALL BE PLANTED TO COMPLY WITH CAL GREEN SECTIONS 5.106.12.1, 5.106.12.2 AND 5.106.12.3. TREE SHADING SHALL PROVIDE OVER 50% OF THE PARKING AREA WITHIN 15 YEARS.

SHADE EXHIBIT LEGEND

SYMBOL	DESCRIPTION
	TOTAL SHADED AREA
	TOTAL PARKING AREA

Source: Scott Peterson Landscape Architect, Inc. 2023

Figure 3-8: Proposed Landscape Plan

Ellis Logistics Center Project
 Draft EIR



Not to scale



Hydrology

The proposed project would be designed to maintain a finished floor elevation greater than the existing FEMA 100-year flood elevation, with the exception of the portion of the site within the Special Flood Hazard Area, which would not be developed; coordination with FEMA for approval is necessary for the proposed grading. Please see **Figure 3-5**. The project has been designed so that post-project drainage characteristics are similar to existing conditions. The westerly edge of the project site would contain a swale to help contain the off-site run-on water from the properties to the west. On-site generated runoff would be controlled by above-and below-ground drainage facilities that would control and direct water to an underground storage facility in the southwest portion of the site. This facility would provide for timed discharge to the detention basin in the southernmost corner of the site to maximize infiltration and minimize stormwater runoff volumes.

The on-site basins would help control runoff using a variety of pre-treatment best management practices (BMPs). The underground storage facility would contain two modular wetland systems (MWS) that would be used to treat the water and sized based on the anticipated runoff volumes. The landscaped areas and vegetated swales also would function as biological filters, promote infiltration, and reduce the volumes of runoff from entering the storm drainage system.

Drainage Management

The drainage systems would be connected with four connector pipe screens located within the northerly parking area in the northerly area of the project site. These inlets would have a pre-treatment device at the proposed catch basin location and would then route the water via underground piping along the east or west sides of the structure and then to the southwest to the underground storage facility and two MWS for additional treatment. The underground storage would provide a storage volume for 25,020 cubic feet of water, have a depth of approximately 4'2", and have a footprint of approximately 6,005 square feet. The system would be sized to store the minimum required design capture volume while enabling timed release. This would facilitate an acceptable drawdown time (i.e., within 48 hours) and discharge to one of the two MWS for treatment. The MWS would include a treatment system that would help separate sediment and contaminants such as hydrocarbons in the runoff before being discharged to the detention basin.

Other water quality features included in the project drainage design are Low Impact Development (LID) concepts and BMPs. The proposed BMPs and LIDs include measures such as those including the landscaped areas that promote infiltration, ground water recharge, reduce runoff from the site, and help trap sediments and pollutants being discharged to downstream receiving waters. Other BMPs that would be included are marked storm drainage systems, requirements to clean debris and trash from the site, clean-up of spills, and other measures to help ensure that pollutants are controlled on the project site prior to reaching the storm water drainage system.

Roadway and ROW Improvements

Access to the project site would be provided via Ellis Avenue. The driveways to Ellis Avenue would be constructed consistent with City design standards and provide adequate turning radius and site distances to access Ellis Avenue.

Utility Infrastructure

There is no existing utility access (water, sewer, electricity, gas) to the project site. Project implementation would require construction of on-site utility infrastructure to serve the proposed warehouse building. The project would connect proposed utilities to existing off-site utility infrastructure within the adjacent roadways with the final sizing and design occurring during final building design and plan review.

Water and Sewer

The project site is within the Eastern Municipal Water District (EMWD) jurisdictional boundaries for sewer and water. The project site is outside the City of Perris Public Works service area which extends south of Nuevo Road, north of Mountain Avenue, west of Ruby Drive and east of Park Avenue. The project site does not have existing sewer or water service but there are existing EMWD utilities within Ellis Avenue. The proposed project would provide new connections to the sewer and water systems.

Wastewater would be treated at the Perris Valley Regional Water Reclamation Facility which has a current capacity of 22 million gallons per day (mgd) and has a typical daily flow of approximately 15.5 mgd, leaving approximately 6.5 mgd. Buildout capacity is anticipated to be approximately 100 mgd.

Stormwater Management

The City of Perris Public Works is responsible for stormwater management within the City. The project site does not have existing stormwater facilities and there are no stormwater facilities in Ellis Avenue that could be used by the project.

With implementation of the drainage plan discussed above, the proposed project would implement the requirements of the City's two-phase process for ensuring water quality, which includes development of a WQMP. The WQMP would comply with the requirements of City of Perris for Water Quality Ordinance No. 1194, and all improvements would require approval by the City. Accordingly, and as discussed above, a drainage plan has been prepared for the proposed project that includes LIDs and BMPs for post construction runoff and stormwater control. The project also would implement a Stormwater Pollution Prevention Plan (SWPPP) with BMPs that would be in place during construction.

Dry Utilities and Solid Waste Management

Southern California Edison (SCE) provides electrical power to the project site vicinity, the Southern California Gas Company provides natural gas to the project site vicinity, and Verizon provides the telephone service to the project site vicinity. The project would tie into existing lines within Ellis Avenue to obtain services for the project. Solid waste disposal for the City of Perris is provided by CR&R

Incorporated (Dry, Customized, and Wet). Active landfills that accommodate the solid waste generated within the City include the El Sobrante Landfill and Badlands Landfill.

Project Construction and Operations

Cut and Fill

Based on the existing topography grading of the project site would involve approximately 8,600 cubic yards of cut and approximately 150,000 cubic yards of fill. Project development would require the import of approximately 140,000 cubic yards of fill soil.

Construction

The project would be constructed over approximately 13 months, conservatively estimated in this EIR to begin in March of 2024. The project would be constructed in one comprehensive phase and would follow a conventional construction sequence of demolition, site preparation, grading/earthwork, paving, building construction, and architectural coating. It is anticipated that construction would typically occur five days a week (Monday through Friday) beginning at 7:00 a.m. and possibly extending as late as 7:00 p.m.

Typical construction equipment associated with site development would include, but not be limited to, graders and scrapers during site preparation; graders, scrapers, and dozers during grading; cranes, lifts, generators, and welders during building construction; and air compressors during architectural coating. Typical equipment used during site development grading and excavation includes heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, and scrapers.

As discussed above, the project would also be required to prepare an SWPPP under the National Pollution Discharge Elimination System (NPDES) General Construction Permit and the Perris Municipal Code. The SWPPP would include BMPs to be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby bodies of water.

Operation

Operations at the project site are anticipated to begin in the third quarter of 2025. The proposed project would likely operate for shipping and receiving of goods and/or as a fulfillment center for customers to enable a faster and more efficient means of shipping. Materials and goods would likely be delivered and shipped via line-haul trucks (18-wheeler trailer trucks) or from the BNSF/Southern California Railroad Authority (SCRRA) Metrolink railway adjacent to the project site to the south. The project would be designed to accommodate future extension of a rail spur track that would extend from the existing rail track north into the project site, such that rail cars could be loaded or unloaded directly from the proposed building. If deliveries are made from the warehouse directly to customers, products could be loaded into small delivery vehicles (typically vans) and delivered to customers. Typical hours of operation are anticipated to be up to 24 hours per day.

3.7 Project Objectives

State CEQA Guidelines Section 15124(b) requires that an EIR include “[a] statement of the objectives sought by the proposed project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the proposed project.” The following objectives have been established by the applicant for the proposed project:

- Objective 1:** Develop a warehouse use in proximity to the near Interstate-215 transportation corridor, existing rail facilities, and linked truck routes.
- Objective 2:** Develop a single pad warehouse to be competitive within the industrial warehouse marketplace in the vicinity.
- Objective 3:** Develop a warehouse use compatible with adjacent and planned uses.
- Objective 4:** Provide new land uses consistent with the designed flexibility of the City’s General Plan and Zoning Code.
- Objective 5:** Increase employment and create a revenue generating use consistent with market opportunities.
- Objective 6:** Provide utility infrastructure and landscaping improvements to the site to enhance aesthetics and ensure adequate services are available.
- Objective 7:** Develop a project that will not conflict with the MARB/IPA Airport Land Use Compatibility Plan and the Perris Valley Airport Land Use Compatibility Plan.
- Objective 8:** Facilitate movement of goods for the benefit of the local and regional economy.

3.8 Discretionary Actions and Approvals

Lead Agency (City of Perris)

- Development Plan Review (DPR) 22-00018

Responsible Agencies

- South Coast Air Quality Management District – Permits to install and operate a diesel fire water pump backup generator
- Regional Water Quality Control Board – General Construction Wastewater Discharge Permit
- Federal Emergency Management Agency (FEMA) – Conditional Letter of Map Revision (CLOMR)
- Eastern Municipal Water District – approval of water and sewer improvement plans

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4.0 ENVIRONMENTAL IMPACT ANALYSIS

4.0.1 Approach to Environmental Analysis

As mentioned in Chapter 3, *Project Description*, of this Draft EIR, the development of the approximately 33.51-acre site comprise the “proposed project” analyzed in this EIR. The environmental analysis of the project in this Draft EIR is made up of 15 subchapters. This chapter describes the environmental topics discussed in the Draft EIR and the assumptions and methodology of the cumulative impact analysis. The remaining 15 subchapters evaluate the direct, indirect, and cumulative environmental impacts of the proposed project. The potential environmental effects of the proposed project are analyzed for the following issue areas:

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

For the reasons identified under Section 5.5 of Chapter 5, Mandatory Significance of Findings, of this Draft EIR, no environmental impacts associated with agricultural and forestry resources, mineral resources, population and housing, recreation, and wildfire are expected to occur as a result of the proposed project. These resource topics are not addressed further in this Draft EIR.

Chapter Organization

This chapter consists of 15 subchapters that evaluate the environmental impacts of the proposed project. Each issue area uses generally the same organization and consists of the following subsections:

- The Environmental Setting section provides a Regulatory Framework section that describes which local, State, and/or federal regulations are applicable to the proposed project, as well as an Existing Conditions section that describes current conditions with regard to the environmental issue area reviewed.
- The Thresholds of Significance section describes how an impact is judged to be significant in this Draft EIR. These standards are derived from the State CEQA Guidelines Appendix G unless stated otherwise.
- The Impact Discussion assesses potential impacts (direct and indirect) and explains why impacts were found to be significant or less than significant.

- The Cumulative Impact Discussion section analyzes impacts that the proposed project may have when considered in addition to other past, present, and reasonably foreseeable projects. (See further discussion below).

4.0.2 Environmental Issue Areas Deemed to be Not Significant

During the NOP/IS phase, it was determined that no potentially significant impacts would occur that would require analysis in the EIR in regard to the following resource areas:

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

Further discussion of why these resource areas do not require analysis in the EIR is contained in Chapter 7, *Effects Found Not to be Significant*.

4.0.3 Cumulative Impact Methodology

A cumulative impact consists of an impact created as a result of the combination of the project evaluated in the EIR, together with other reasonably foreseeable projects causing related impacts. Section 15130 of the State CEQA Guidelines requires an EIR to discuss cumulative impacts of a project when the project's incremental effect is "cumulatively considerable." In the case of a General Plan, cumulative effects occur when future development under the General Plan is combined with development in the surrounding areas or in some instances in the entire region.

Where the incremental effect of a project is not "cumulatively considerable," a Lead Agency need not consider that effect significant but must briefly describe its basis for concluding that the incremental effect is not cumulatively considerable. Where the cumulative impact caused by the project's incremental effect and the effects of the other projects is not significant, the EIR must briefly indicate why the cumulative impact is not significant.

The cumulative discussions in subchapters 4.1 through 4.15 of this Draft EIR explain the geographic scope of the area affected by each cumulative effect (e.g., immediate project vicinity, county, watershed, or air basin). The geographic area considered for each cumulative impact depends upon the impact that is being analyzed. For example, in assessing macro-scale air quality impacts, all development within the air basin contributes to regional emissions of criteria pollutants, and basin-wide projections of emissions are the best tool for determining the cumulative impact. In assessing aesthetic impacts, on the other hand, only development within the localized area of change would contribute to a cumulative visual effect since the area of change is only visible within the vicinity of that area. The cumulative traffic analysis used 31 projects in the project vicinity, see Table 4 and Figure 9 in the Traffic Study, included as **Appendix K**.

4.1 AESTHETICS

4.1.1 Introduction

This section of the EIR discusses impacts associated with the potential for the proposed project to degrade the existing visual character or quality of the project site and its surroundings through changes in the existing landscape. Potential effects are evaluated relative to important visual features (e.g., scenic highways, scenic features) of the existing visual landscape and its users. Degradation of the visual character of a site is addressed through a qualitative evaluation of the changes to the aesthetic characteristics of the existing environment, and the project-related modifications that would alter the visual setting. The terms and concepts used in the discussion below are used to describe and assess the aesthetic setting and impacts from the project.

4.1.2 Environmental Setting

Visual Image

Visual images dominate an observer's impressions of a region. To understand how visual image influences an observer's impressions, the aesthetic value of an area must first be defined. Aesthetic value is a measure of visual character and scenic quality combined with a viewer's response to the area. Viewer response is a combination of viewer exposure and viewer sensitivity. Viewer exposure to a viewshed varies with the number of viewers, the number of views seen, the distance of the views, and the viewing duration. Viewer sensitivity is related to the extent of the public's concern for particular visual resources.

Both natural and artificial landscape features contribute to perceived visual image and aesthetic value. Aesthetic value is influenced by geologic, hydrologic, botanical, wildlife, recreational and urban features. Visual image and perceived visual quality can vary significantly seasonally and even hourly as weather, light, shadow, and the elements that compose the resource change.

Regional Setting

Local Area Visual Setting

Immediately surrounding the project site, the property to the north across East Ellis Avenue was previously vacant land (as of January 2021) but is currently being developed with a new light industrial warehouse facility. The properties to the west include a vacant parcel and one developed with a plastics recycling business (this property was vacant through 1992 but has since operated as a truck yard, mobile home safety products, lumber sales, and fabrication). Immediately to the south is the BNSF/Metrolink railway, Case Road, and undeveloped vacant land. Directly bordering the project site to the east is the Action Star Paintball Park and conservation land dedicated to the Regional Conservation Authority of Western Riverside County.

Major land uses in the vicinity include the Perris Valley Airport approximately 0.5 mile to the southwest. The Airport is primarily accessed via Goetz Road on the west. Adjacent to Goetz Road further west are predominantly industrial uses. Approximately 0.3 mile to the south of the project site is the San Jacinto River with land further south that is presently vacant but is part of the approved Green Valley Specific

Plan. The properties to the east and southeast of the project site are also largely vacant, with the exception of the South Perris Metrolink Station on Case Road approximately 0.5 mile away and the Perris Valley Wastewater Treatment Plant and the I-215/Case Road interchange approximately 1.5 miles away.

The properties to the north and northwest, beyond I-215 (approximately 0.5 mile to the north) are largely undeveloped and crossed by the San Jacinto River. In this area, the river flows in a southwesterly direction but bends to the southwest after it crosses under I-215. Properties further to the west of the project site along Case Road, approximately 0.25 mile away, consist of industrial uses, but these uses give way to a few rural residential uses and then the southern portion of the City, which are largely characterized by single family residential uses located approximately 0.75 mile to the west.

Project Site Visual Setting

The project site consists of two vacant undeveloped parcels totaling approximately 34.52 acres. The project site is relatively flat, with no areas of topographic relief, at an approximate elevation of 1,415 feet above mean sea level. The ground surface also is relatively level but descends slightly, approximately 2-3 feet over a distance of approximately 1,450 feet (0.2% slope), from north to south. The site has been previously disturbed from previous vegetation and weed control (mowing and disking) and generally consists of non-native ruderal shrubs and grasses, with no existing landscaping or trees. Based on aerial photographs dating to 1938, the project site has been undeveloped but has previously been used for agricultural purposes such as growing hay.

Scenic Vistas

A scenic vista is a view of natural environmental, historic, and/or architectural features possessing visual and aesthetic qualities of value to the community. The term “vista” generally implies an expansive view, usually from an elevated point or open area. There are no designated scenic vistas in the vicinity of the project site.

Scenic Highways and Roadways

The California Scenic Highway Program, maintained by the California Department of Transportation (Caltrans) protects scenic State highway corridors from changes which would diminish the aesthetic value of lands adjacent to highways. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Suitability for designation as a State Scenic Highway is based on vividness, intactness, and unity.

Light and Glare

Lighting nuisances can generally be categorized by the following:

- Glare – Intense light that shines directly, or is reflected from a surface into a person’s eyes;
- “Skyglow”/Nighttime Illumination – Artificial lighting from urbanized sources that alters the urban landscape in sufficient quantity to cause excessive lighting of the nighttime sky and reduction of visibility of stars and other astronomical features; and
- “Spillover” Lighting – Artificial lighting that spills over onto adjacent properties, which could interrupt sleeping patterns or cause other nuisances to neighboring residents.

Existing lighting within the proposed project site is consistent with the type of nighttime illumination generated by the surrounding urban development in the proposed project vicinity which also includes nighttime illumination from street and parking lot lighting.

4.1.3 Regulatory Setting

Federal

There are no federal regulations that pertain to aesthetic or visual resources for the proposed project.

State

According to the California State Scenic Highway Program, there is one State “Eligible” scenic highway but no State-designated scenic highways within or adjacent to the City. The “Eligible” state-scenic highway is the segment of Highway 74 that extends from Hemet, through Perris, and ends in San Juan Capistrano. The closest “Designated” state-scenic highway is a portion of Highway 243 from Mountain Center to Banning. Neither of these two highways border or cross the proposed project site.

Local

County of Riverside Ordinance No. 655

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

Perris Comprehensive General Plan 2030

The following are the applicable goal and measure from the Perris Comprehensive General Plan 2030 (Perris GP 2030) related to aesthetics:

City of Perris Open Space Element

Goal III: Conserve and protect significant land forms.

Policy III.A: Preserve hillsides and rock outcropping in the planning areas.

Policy III.A.1: Encourage the creative siting of buildings as a means of preserving rock outcroppings and hillsides.

Policy III.A.2: Discourage subdividing land in such subdivisions create lots that would require significant grading or removal of rock outcroppings to accommodate development.

Perris Municipal Code

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

Section 19.02.110 – Lighting

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

4.1.4 Impact Thresholds and Significance Criteria**Significant Criteria**

Based on criteria derived from Appendix G of the State CEQA Guidelines, an impact to aesthetics is considered significant if the proposed project would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Methodology

This aesthetic resource evaluation is based on a site visit, evaluation of the existing visual environment, site characteristics, and visual characteristics at a regional level. The discussion presents an analysis of the potential for the proposed project to change the visual quality and character of the site and its surroundings.

4.1.5 Impacts and Mitigation Measures**Impact 4.1-1 *Would the Project have a substantial adverse effect on a scenic vista?******Level of Significance: Less Than Significant Impact***

A scenic vista is defined as a view of natural environmental, historic, and/or architectural features possessing visual and aesthetic qualities of value to the community or as visually or aesthetically pleasing. Development projects can potentially impact scenic vistas in two ways: 1) directly diminishing the scenic quality of the vista, or 2) by blocking the view corridors or “vistas” of scenic resources. The proposed project site is located within the Perris Valley and the terrain is generally flat. As described in the City of

Perris General Plan 2030 (Perris GP) EIR, virtually all building construction consistent with land use development standards will obstruct views of the foothills from at least some vantage points. However, these view corridors extend for miles along current and planned roadways, preserving scenic vistas from the broad basin to the surrounding foothills.

The proposed project involves the construction and operation of an approximately 643,419-square-foot warehouse distribution facility and is consistent with the Perris GP land use designation of Light Industrial (LI) and zoning of Light Industrial (LI). As the site is not located within a scenic vista nor would the project block views of a scenic vista, impacts would be less than significant.

Impact 4.1-2 Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Level of Significance: No Impact

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

Impact 4.1-3 In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Level of Significance: Less Than Significant Impact

CEQA Section 21071 defines an urbanized area as an incorporated city that either has a population of 100,000 persons or has a population of less than 100,000 persons if that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons. According to the United States Census Bureau, the City of Perris had a total population of 78,700 persons during the 2020 Decennial Census. However, Perris is adjacent to the incorporated cities of Moreno Valley and Menifee. Moreno Valley had a total population of 208,634 persons during the 2020 Decennial Census and Menifee had a population of 102,527 persons. Therefore, the City of Perris is an urbanized area under CEQA.

The proposed warehouse building would meet all setback and building height requirements, consistent with development regulations for the Light Industrial Zoning District. The proposed building would be a

643,419-square-foot “high-cube” logistics warehouse building with a maximum building height of 40 feet, and a parapet wall that ranges in height from 43 feet to 49 feet to conceal rooftop mechanical equipment. The parapet wall would be in compliance with the architectural design standards required by the City’s zoning code for Industrial Zones. The building would be painted white, grey, and brown with windows that would blend into the surrounding landscape.

The proposed project would include landscaping along the project site boundary, and would consist of a variety of trees, shrubs, and ground covers. The project plant palette would include drought-tolerant species that can be found in the surrounding area. The proposed landscape plan would be consistent with visual character of the surrounding area and would not result in impacts to the visual character or quality of public views of the site or the surrounding area.

The proposed project would be designed and constructed in compliance with applicable City zoning code requirements and would result in the development of the site in a manner that is consistent with applicable City zoning and regulations governing scenic quality. Impacts would be less than significant and no mitigation measures are required.

Impact 4.1-4 ***Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?***

Level of Significance: Less Than Significant with Mitigation Incorporated

As stated previously, the proposed project site is undeveloped and does not contain any permanent sources of light or glare. Project implementation would introduce new sources of lighting to the project site for safety and security, typical of a warehouse facility. Proposed lighting fixtures would be reflected away from roadways to avoid potential off-site impacts of site lighting, consistent with the City’s Municipal Code which requires that “All lighting fixtures shall be fully shielded with cut-off fixtures so that there is no glare emitted onto adjacent properties or above the lowest part of the fixture.”

The proposed project also falls within the Perris Valley Airport’s Airport Land Use Compatibility Plan (PVAA) and the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP). The PVAA acknowledges that some uses may be consistent with local general plans or specific plans and their zoning code but may not be compatible with airport activity and may be subject to review by the Airport Land Use Commission. Projects that have the potential to create, “Lighting which could be mistaken for airport lighting...” or “Glare in the eyes of pilots of aircraft using the airport...” would be subject to review (PVAA, 2004). The proposed lighting facilities within the project site would be consistent with development in the City and surrounding area and, due to the distance of the project site from MARB/IPA, would not create enough lighting or glare to disrupt airport activity.

Lighting and or glare related to the construction activities on the proposed project site would comply with applicable requirements set forth by the City of Perris Zoning Ordinance. Though the Code does not specifically address lighting and glare during construction activities, Section 7.34.060, which addresses construction noise, prohibits construction activity that will produce, “...disturbing, excessive, or offensive noise levels between the hours of 7:00 pm and 7:00 am”. As stated previously, construction activities at

the project site would generally occur between the hours 7:00 am and 7:00 pm. Construction outside of these hours would need authorization from the City of Perris. Additionally, mitigation measure MM AES-1 would ensure that any construction lighting would be shielded and would be downward facing to avoid construction lighting from occurring outside of the project area.

In addition to the City of Perris' Zoning Ordinance, the proposed project site is subject to the requirements found in Riverside County Ordinance No. 655 which restricts the permitted use of certain light fixtures emitting light into the night sky that may have a detrimental effect on astronomical observation and research. This ordinance establishes two zones in which different lamp types are allowed or prohibited: Zone A is the area within a 15-mile radius of Palomar Observatory and Zone B is the area that extends from the outer limit of Zone A to 45 miles from Palomar Observatory. The project area is located within Zone B. As stated in Section 5(A) of Ordinance No. 655, "low-pressure sodium lamps are the preferred illuminating source". Other types of lighting systems are permitted in parking areas if they do not exceed 4,050 lumens. Lighting "allowed" under Ordinance No. 655 must be fully shielded and focused to avoid spill light into the night sky and onto adjacent properties (Riverside County, 1988). To avoid the creation a new source of substantial light or glare, the proposed project would be subject to this ordinance.

With implementation of mitigation measure MM AES-1, impacts would be reduced to a less than significant level.

Mitigation Measures:

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

4.1.6 Cumulative Impacts

Future development in the same viewshed as the project could contribute to a cumulative aesthetic impact. If the projects were not near each other, the viewer would not perceive them in the same scene and they would not result in a cumulative change in the visual character. Because the proposed project site is located in the Light Industrial zone and is subject to City of Perris' Zoning Ordinance, the project would need to comply with the adopted standards and guidelines. Furthermore, it would need to comply with Riverside County Ordinance No. 655, the PVAA, and the MARB/ALUCP requirements. The City of Perris General Plan EIR concluded that development of the land uses in the proposed project area, including development of the project site, would not result in cumulative aesthetic impacts.

As discussed in this Section, light and glare impacts from the project and future development in the City, would be reduced through the adherence to applicable lighting standards established in the respective County Ordinances and Airport Land Use Compatibility Plans and through City regulations. Implementation of mitigation measure MM AES-1 would ensure that construction-related lighting impacts

from the project are also less than significant. Thus, cumulative impacts are considered less than significant with mitigation incorporated.

4.1.7 Significant Unavoidable Impacts

No significant and unavoidable impacts would occur.

4.1.8 References

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<https://rcaluc.org/sites/g/files/aldnop421/files/migrated/Portals-13-PDFGeneral-plan-newplan-04--20Vol.-201-20County-20wide-20Policies.pdf>. Accessed June 27, 2023

4.2 AIR QUALITY

4.2.1 Introduction

This section of the Draft Environmental Impact Report (EIR) discusses potential air quality impacts associated with development and operation of the proposed project. The current conditions were observed as the baseline for the analysis and were compared to the potential effects anticipated for the project. The ambient air quality of the local and regional area is described along with relevant federal, state, and local air pollutant regulations. Air quality emission modeling results for the project are provided in **Appendix C1**. Additionally, the health risk modeling results for the project are provided in **Appendix C2**.

4.2.2 Environmental Setting

Climate and Meteorology

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The project site is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as all of Orange County. The SCAB is on a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean on the southwest and high mountains forming the remainder of the perimeter. Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. These factors along with applicable regulations are discussed below.

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds. The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

Contrasting the steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rainfall occurs between the months of November and April. Summer rainfall is reduced to widely scattered thundershowers near the coast, with slightly heavier activity in the east and over the mountains.

Although the SCAB has a semiarid climate, the air closer to the Earth's surface is typically moist because of the presence of a shallow marine layer. Except for occasional periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog are frequent and low clouds known as high fog are characteristic climatic features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind patterns across the SCAB are characterized by westerly or southwesterly on-shore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during the dry summer

months than during the rainy winter. Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In addition to the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which air pollutants are mixed. These inversions are the marine inversion and the radiation inversion. The height of the base of the inversion at any given time is called the “mixing height.” The combination of winds and inversions is a critical determinant leading to highly degraded air quality for the SCAB in the summer and generally good air quality in the winter.

Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by state and federal laws. These regulated air pollutants are known as “criteria air pollutants” and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxide (NO_x), sulfur dioxide (SO₂), respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead are primary air pollutants. Of these, CO, NO_x, SO₂, PM₁₀, and PM_{2.5} are criteria pollutants. VOC and NO_x are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O₃) is formed by a chemical reaction between VOC and NO_x in the presence of sunlight. Ozone and nitrogen dioxide (NO₂) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in *Table 4.2-1: Air Contaminants and Associated Public Health Concerns*.

Table 4.2-1: Air Contaminants and Associated Public Health Concerns

Pollutant	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM ₁₀ and PM _{2.5})	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O ₃)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC) ¹ and nitrogen oxides (NO _x) in the presence of sunlight. Motor vehicle exhaust industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO ₂)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO ₂)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
¹ Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).		
Source: California Air Pollution Control Officers Association (CAPCOA), <i>Health Effects</i> , http://www.capcoa.org/health-effects/ , accessed November 24, 2020.		

Toxic Air Contaminant

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e. chronic, carcinogenic or cancer causing) adverse human health effects (i.e. injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

CARB identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped.

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing levels of ambient air quality, historical trends, and projections near the project are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency for the SCAB that maintains air quality monitoring stations which process ambient air quality measurements.

Pollutants of concern in the SCAB include ozone, PM₁₀, and PM_{2.5}. The closest air monitoring station to the project site that monitors ambient concentrations of these pollutants is the Perris Monitoring Station (located approximately 2 miles to the northwest of the project site). Local air quality data from 2019 to 2021 are provided in *Table 4.2-2: Ambient Air Quality Data*, which lists the monitored maximum concentrations and number of exceedances of state or federal air quality standards for each year.

Table 4.2-2: Ambient Air Quality Data

Criteria Pollutant	2019	2020	2021
Ozone (O₃)¹			
1-hour Maximum Concentration (ppm)	0.118	0.125	0.117
8-hour Maximum Concentration (ppm)	0.095	0.103	0.094
<i>Number of Days Standard Exceeded</i>			
CAAQS 1-hour (>0.09 ppm)	28	34	25
NAAQS 8-hour (>0.070 ppm)	64	74	55
Nitrogen Dioxide (NO₂)²			
1-hour Maximum Concentration (ppm)	38.0	43.6	43.7
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>0.100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Respirable Particulate Matter (PM₁₀)¹			
National 24-hour Maximum Concentration	97.0	92.3	77.5
State 24-hour Maximum Concentration	92.1	87.6	73.5
State Annual Average Concentration (CAAQS=20 µg/m ³)	—	—	—
<i>Number of Days Standard Exceeded</i>			

Criteria Pollutant	2019	2020	2021
NAAQS 24-hour (>150 µg/m ³)	0	0	0
CAAQS 24-hour (>50 µg/m ³)	4	0	0
Fine Particulate Matter (PM_{2.5})²			
National 24-hour Maximum Concentration	*	*	*
State 24-hour Maximum Concentration	17.6	41.6	28.8
Number of Days Standard Exceeded			
NAAQS 24-hour (>35 µg/m ³)	*	*	*
Notes: NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; µg/m ³ = micrograms per cubic meter; – = not measured ¹ Measurements for Ozone and PM ₁₀ taken at the Perris Monitoring Station at 237 1/2 N. D St., Perris CA 92570 ² Measurements for Nitrogen dioxide and PM _{2.5} taken at the Lake Elsinore-W Flint Street Monitoring Station at 506 W Flint Street, Lake Elsinore CA 92530			
Source: All pollutant measurements are from the CARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which were retrieved from the CARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/aqmis2/aqdselect.php).			

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Sensitive land uses surrounding the project consist of few single-family residences which have considerable distance from the project site. Sensitive land uses nearest to the project are shown in *Table 4.2-3: Sensitive Receptors*.

Table 4.2-3: Sensitive Receptors

Receptor Description	Distance and Direction from the Project
Single-Family Residences	830 feet to the west
Hunt Club Apartments Park	2,710 feet to the west
Hunt Club Apartments	2,900 feet to the west
Source: Google Earth, 2023.	

4.2.3 Regulatory Setting

Federal

Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the United States Environmental Protection Agency (EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including ozone, NO₂, CO, SO₂, PM₁₀, PM_{2.5}, and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the EPA is required to develop a Federal implementation plan for the identified

nonattainment area or areas. The provisions of 40 Code of Federal Regulations Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The EPA has designated enforcement of air pollution control regulations to the individual states. Applicable federal standards are summarized in *Table 4.2-4: State and Federal Ambient Air Quality Standards*.

State

California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in *Table 4.2-4*, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates.

The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for meeting federal clean air standards for the State of California. Like the EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a state standard, and are not used as a basis for designating areas as nonattainment. The applicable State standards are summarized in *Table 4.2-4*.

Table 4.2-4: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards ¹	Federal Standards ²
Ozone (O ₃)	8 Hour	0.070 ppm (137 µg/m ³)	0.070 ppm (137 µg/m ³)
	1 Hour	0.09 ppm (180 µg/m ³)	NA
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)
	1 Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)
Nitrogen Dioxide (NO ₂)	1 Hour	0.18 ppm (339 µg/m ³)	0.10 ppm (188 µg/m ³)
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)
Sulfur Dioxide (SO ₂)	24 Hour	0.04 ppm (105 µg/m ³)	NA
	1 Hour	0.25 ppm (655 µg/m ³)	0.075 ppm (196 µg/m ³)
Respirable Particulate Matter (PM ₁₀)	24-Hour	50 µg/m ³	150 µg/m ³
	Annual Arithmetic Mean	20 µg/m ³	NA
Fine Particulate Matter (PM _{2.5})	24-Hour	NA	35 µg/m ³
	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³
Sulfates (SO ₄₋₂)	24 Hour	25 µg/m ³	NA
Lead (Pb) ³	30-Day Average	1.5 µg/m ³	NA

Pollutant	Averaging Time	State Standards ¹	Federal Standards ²
	Rolling 3-Month Average	NA	0.15 µg/m ³
Hydrogen Sulfide (H ₂ S)	1 Hour	0.03 ppm (42 µg/m ³)	NA
Vinyl Chloride (C ₂ H ₃ Cl) ³	24 Hour	0.01 ppm (26 µg/m ³)	NA
Notes: ppm = parts per million; µg/m ³ = micrograms per cubic meter; mg/m ³ = milligrams per cubic meter; NA = not applicable. ¹ California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, and particulate matter (PM ₁₀ , PM _{2.5} , and visibility reducing particles) are values that are not to be exceeded. All others are not to be equaled or exceeded. ² National standards shown are the "primary standards" designed to protect public health. National standards (other than for ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentrations measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM ₁₀ , the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m ³ is equal to or less than one. For PM _{2.5} , the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. ³ CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined. Source: South Coast Air Quality Management District, <i>2022 Air Quality Management Plan</i> ; California Air Resources Board, <i>Ambient Air Quality Standards</i> , May 4, 2016.			

Regional

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for the SCAB. The agency’s primary responsibility is ensuring that state and federal ambient air quality standards are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to applicable SCAQMD rules and regulations in effect at the time of construction or permit approval.

The SCAQMD is also the lead agency in charge of developing the AQMP for the SCAB, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies for stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with federal agencies, provides the control element for mobile sources.

The purpose of the AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with the federal 24-hour PM_{2.5} air quality standard, and to provide an update to the SCAQMD’s commitments towards meeting the federal 8-hour ozone standards. The AQMP incorporates the latest scientific and technological information and planning assumptions, including the *Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* and updated emission inventory methodologies for various source categories. As part of its air quality planning, SCAG has prepared the *Regional Comprehensive Plan and Guide* and the *Connect SoCal – The 2020-2045 RTP/SCS*. The 2020-2045 RTP/SCS was determined to conform to the federally mandated SIP for the attainment and maintenance

of the NAAQS. Both the Regional Comprehensive Plan and AQMP are based, in part, on projections originating with county and city general plans.

On October 1, 2015, the U.S. EPA strengthened the NAAQS for ground-level ozone. The 2022 AQMP, adopted by the SCAQMD Governing Board on December 2, 2022, was developed to address the requirements for meeting the 2015 8-hour ozone standard. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other FCAA measures to achieve the 2015 8-hour ozone standard. The 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2020-2045 RTP/SCS and updated emission inventory methodologies for various source categories.

The SCAQMD has published the *CEQA Air Quality Handbook* (approved by the SCAQMD Governing Board in 1993 and augmented with guidance for Local Significance Thresholds [LST] in 2008). The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by California Environmental Quality Act (CEQA) and provides identification of suggested thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of the *CEQA Air Quality Handbook* and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The SCAQMD periodically provides supplemental guidance and updates to the handbook on their website.

The state and federal attainment status designations for the SCAB are summarized in *Table 4.2-5: South Coast Air Basin Attainment Status (Riverside County)*. The SCAB is currently designated as a nonattainment area with respect to the State O₃, PM₁₀, and PM_{2.5} standards, as well as the national 8-hour ozone and PM_{2.5} standards. Although the Los Angeles County portion of the SCAB is classified as a nonattainment area for lead, the remainder of the SCAB, including Riverside County, is classified as an attainment area. The SCAB is designated as attainment or unclassified for the remaining state and federal standards.

Table 4.2-5: South Coast Air Basin Attainment Status (Riverside County)

Pollutant	State	Federal
Ozone (O ₃)	Nonattainment	Nonattainment (Extreme)
Fine Particulate Matter (PM _{2.5})	Nonattainment	Nonattainment
Respirable Particulate Matter (PM ₁₀)	Nonattainment	Attainment (Maintenance)
Carbon Monoxide (CO)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO ₂)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO ₂)	Attainment	Unclassifiable/Attainment
Lead (Pb)	Attainment	Unclassifiable/Attainment
Sulfates (SO ₄₋₂)	Attainment	–
Hydrogen Sulfide (H ₂ S)	Unclassified	–

Source: California Air Resources Board, November 2022.

The following is a list of SCAQMD rules that are applicable to the proposed project:

- **Rule 201 & Rule 203 (Permit to Construct & Permit to Operate)** – Rule 201 requires a “Permit to Construct” prior to the installation of any equipment “the use of which may cause the issuance of air contaminants.” and Regulation II provides the requirements for the application for a Permit to Construct. Rule 203 similarly requires a Permit to Operate.
- **Rule 212 (Standards for Approving Permits and Issuing Public Notice)**- This rule requires the applicant to show that the equipment used of which may cause the issuance of air contaminants or the use of which may eliminate, reduce, or control the issuance of air contaminants, is so designed, controlled, or equipped with such air pollution control equipment that it may be expected to operate without emitting air contaminants in violation of Section 41700, 4170 or 44300 of the Health and Safety Code or of these rules.
- **Rule 402 (Nuisance)** – This rule prohibits the 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. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.
 - a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
 - b) All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
 - c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
 - e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.
- **Rule 431.2 (Sulfur Content of Liquid Fuels)** – This rule limits the sulfur content in diesel and other liquid fuels for the purpose of both reducing the formation of sulfur oxides and particulates during combustion and to enable the use of add-on control devices for diesel fueled internal combustion engines.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- **Rule 1401 (New Source Review of Toxic Air Contaminants)** – This rule requires new source review of any new, relocated, or modified permit units that emit TACs. The rule establishes allowable risks for permit units requiring permits pursuant to Rules 201 and 203 discussed above.
- **Rule 2305 (Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program)** – This rule was adopted by the SCAQMD Governing Board on May 7, 2021, and sets forth requirements that regulated warehouse owners and operators must follow. Rule 2305 specifies that warehouse operators (for warehouses with an indoor floor space of 100,000 square feet or more and operate at least 50,000 square feet of that space for warehousing activities) must achieve a specified number of WAIRE Points (also referred to as the WAIRE Point Compliance Obligation, or WPCO) every year using either a menu of options, developing and implementing a custom plan, or paying a mitigation fee. Regardless of size, warehouse operators are required to submit a Warehouse Operations Notification (WON): 1) within 14 days of a new warehouse operator having access to at least 50,000 square feet of space for warehousing purposes, 2) within 30 days after a renovation that alters the size of the warehouse, or 3) within three days of a request from the SCAQMD. An Initial Site Information Report (ISIR) must also be submitted by an authorized official of the warehouse operator through the WAIRE Program Online Portal.

Local

City of Perris General Plan

City of Perris General Plan (Circulation, Conservation, and Healthy Community Elements), identifies goals that will result in a healthier city and improve the health of the region’s environment. Goals and policies relevant to air quality are listed below:

- Policy VII.A.4:** Control dust and mitigate other environmental impacts during all stages of roadway construction consistent with air quality regulations and mitigation measures established in environmental documents.
- Policy X.B:** Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.
- Policy HC 6.1:** Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.
- Policy HC 6.3:** Promote measures that will be effective in reducing emissions during construction activities:
- Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations.
 - All construction equipment for public and private projects will also comply with California Air Resources Board’s vehicle standards. For projects that may exceed daily

construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD.

- Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis and should be specific to the pollutant for which the daily threshold is exceeded.

City of Perris Municipal Code

The City of Perris Municipal Code establishes the following related provisions:

- Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis and should be specific to the pollutant for which the daily threshold is exceeded.
- Odors, dust and airborne pollution, shall be controlled so as not to impact surrounding land uses or the public right-of-way. Proposed uses may be required to submit a detailed assessment addressing and mitigating any potential effects.
- Loading areas, trash enclosures and their aprons, or other site areas used by heavy vehicles, shall be designed and constructed to support such vehicles and traffic.

City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities

The City of Perris Good Neighbor Guidelines – (GNG 2020) for Siting New and/or Industrial Facilities identifies a number of goals and policies to reduce potential negative impacts on sensitive receptors. Many policies address the generation of emissions at industrial facilities and would be applicable to the proposed project. The relevant policies are listed below:

Goal #1: Protect the neighborhood characteristics of the urban, rural, and suburban communities.

1. Any industrial project 400,000 square feet in size or requiring the preparation of an Environmental Impact Report (EIR) shall be designed and required to obtain Silver LEED Certification.
5. For large industrial uses, require that driveways, loading docks and internal circulation routes are located away from sensitive receptors.
9. No operation shall be permitted which emits odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable to a level that is detectable with or without the aid of instruments at or beyond the lot line of the property containing said operation or activity.
20. Signs shall be installed in public view with contact information of facility operator and SCAQMD for complaints related to excessive dust, fumes, or odors, and truck and parking complaints. Any complaints made to the facility operator shall be answered within 72 hours of receipt.

Goal #2: Minimize exposure to diesel emissions to neighbors that are situated in close proximity to the warehouse/distribution center.

1. Minimize the air quality impacts of trucks on sensitive receptors by:
 - a) Restricting diesel engine and construction equipment idling to 5 minutes or less (SCAQMD Rule 2485).
 - b) Designing facilities with adequate on-site queuing for trucks and away from sensitive receptors.
 - c) Providing ingress and egress for trucks away from sensitive receptors.
 - d) For buildings with 50 or more dock high doors, site plans are required to identify a planned location for future electric truck charging stations and install conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.
 - e) On site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided.
 - f) Passenger vehicles parking should be separated from enclosed truck parking/truck court, and have separate primary access.
 - g) A minimum of 5% or as required by the Cal Green Code, whichever is greater of employee parking spaces shall be designated for electric or other alternative fueled vehicles.
 - h) Encouraging replacement of diesel fleets with new model vehicles.
 - i) Preventing the queuing of trucks on streets or elsewhere outside the warehouse facility or near sensitive receptor.
 - j) Promoting the installation of on-site electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where transport refrigeration units (TRUs) are proposed to be used.
2. Consider exits and entries of existing warehouses and avoid locating sensitive receptors near these areas.
3. On-site speed bumps shall not be allowed except at security/entry gates.
4. A driver of a vehicle shall turn off the engine upon stopping at a destination. The general queuing and spillover of trucks onto surrounding public streets shall be prevented.
5. Warehouses greater than 100,000 square feet are required to directly reduce nitrogen and diesel particulate matter emissions (SCAQMD Rule 2305).
6. On site motorized operational equipment shall be ZE (Zero Emissions).
7. Buildings over 400,000 square feet shall install solar panels so 100% of the power supplied to the office area of the facility, unless it is restricted due to the March Air Force Base Accident Potential Zone.
9. Minimize exposure to diesel emissions for residential neighborhoods, schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and other public places (sensitive receptors) situated near industrial uses.

10. Facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty (HHD) trucks with a gross vehicle weight rating greater than 19,500 pounds use year CARB compliant 2010 or newer engines. Records should be made available to the County.
11. Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.
13. Require low energy use features, low water use features, all-electric vehicles (EV) parking spaces and charging facility, carpool/vanpool parking spaces, and short- and long-term bicycle parking facilities (Title 24 of the California Code of Regulations - CALGreen).
14. Post signs requiring to turn of truck engines when not in use.
15. At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to building permit issuance. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles.
16. Encourage replacement of diesel fleets with new model vehicles.
17. Require operating the cleanest vehicles available.

Goal #3: Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.

1. Truck routing plans shall be consistent with the City of Perris Truck Route Plan.
2. Adequate turning movements at entrance and exit driveways shall be provided, subject to City approval.
3. Truck traffic shall generally be routed to impact the least number of sensitive receptors.
4. Establish a Truck Routing Plan consistent with the City's truck route and that avoids sensitive receptors.
5. To the extent possible, establish separate entry and exit points within a warehouse/distribution facility for trucks and vehicles to minimize vehicle/truck conflicts.
6. Check in gates and/or guard booths are required to be positioned with a minimum of 150 feet inside the property line for on-site truck queuing. An additional 75 feet of on-site queuing shall be added for every 20 loading docks beyond 40 up to 300 feet. Multiple lanes (minimum lane width 12 feet) are permitted to achieve the required queuing. The general queuing and spillover of trucks onto the surrounding public are prohibited. Commercial trucks and/or trailers shall not be parked on the public right of way or adjacent to sensitive receptors.

7. Establish overnight parking within the warehouse/distribution center.

Goal #4: Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.

1. A separation of at least 300 feet shall be provided, as measured from the dock doors to the nearest property line of the sensitive receptor.

Goal #5: Establish an Education Program to Inform Truckers of Health Effects of Diesel Particulate and Conduct Community Outreach to Address Residents' Concerns.

1. Provide adequate notification to property owners within 300 feet or at least 25 property owners, whichever is greater.
2. Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
3. Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on site areas and not within the surrounding community or on public streets.
4. Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with AQMD rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.
5. Provide informational flyers and pamphlets for truck drivers about the health effects of diesel particulates and importance of being a good neighbor.
6. Encourage facility owners/management to have site visits with neighbors and the community to view measures taken to reduce/and or eliminate diesel particulate emissions.
7. Encourage facility owners/management to coordinate an outreach program that will educate the public.
8. Provide facility owners/management with the necessary resources from CARB and SCAQMD and encourage the utilization of those resources.
9. Applicant shall engage in a community outreach effort to determine issues of concern during the project entitlement process.
10. Applicant should look beyond the immediate development footprint and look for opportunities to enhance the surrounding community through upgrades such as street paving, walls, bicycle lanes, bus turnouts, landscaping and other types of infrastructure improvements.
11. Applicant may be required to provide a supplemental funding contribution to further offset potential air quality impacts to the community and provide a community benefit beyond any CEQA related mitigation measures.

Goal #6: Implement Construction Practice Requirements in Accordance with State Requirements to Limit Emissions and Noise Impacts from Building Demolition, Renovation, and New Construction.

1. The applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.
2. The Applicant to submit a monthly report to the City demonstrating compliance with the construction related policies.
3. All heavy-duty haul trucks shall have CARB-compliant 2010 engines or newer approved CARB engine standards.
4. All diesel fueled off-road construction equipment greater than 50 horsepower shall be equipped with CARB Tier 4 Compliant engines. If Tier 4 equipment is not available within 50 miles of the project site, Tier 3 or cleaner of road construction equipment may be utilized.
6. Construction contractors shall locate or park al stationary construction equipment away from sensitive receptors nearest the project site, to the extent practicable.
7. The surrounding streets shall be swept on a regular basis to remove any construction related debris and dirt.
8. Appropriate dust control measures that meet the SCAQMD standards shall be implemented for grading and construction activity.
9. Construction equipment maintenance records and data sheets, as wel as any other records necessary to verify compliance with CARB standards shall be kept on site and furnished to the County upon request.
10. Construction contractors shall prohibit truck drivers from idling more than 5 minutes and require operators to turn off engines when not in use.
11. Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.
13. The maximum daily disturbance area (actively graded area) shall be determined by the Air Quality Study.
14. Use of the most readily available technology (CARB Tier 3, Tier 4 Interim, and Tier 4 Compliant equipment).
15. Designate an area of the construction site where electric-powered construction vehicles and equipment can charge if the utility provider can feasibly provide temporary power for this purpose.
16. Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.

17. During construction, signs are required to be in public view with contact information for a designated representative of the building occupant and an SCAQMD representative who is designated to receive complaints about excessive dust, fumes, or odors on this site.

Goal #7: Ensure Compliance with the California Environmental Quality Act (CEQA) and State Environmental Agencies.

1. In compliance with CEQA, conduct SCAQMD URBEMIS and EMFAC computer models to identify the significance of air quality impacts on sensitive receptors.
2. Require an air quality analysis to ensure air quality protection, in accordance with the Air Quality Management District (AQMD) guidelines, for both project specific and cumulative impact analysis.
3. Require Health Risk Assessments for industrial uses within 1,000 feet of sensitive receptors in accordance with AQMD guidelines.
5. Require Transportation Demand Management Measures for industrial uses with over 10 employees to reduce work related vehicle trips.
6. Require signage about CARB regulations.
7. All building roofs shall be solar-ready.
8. Require the use of low Volatile organic compounds (VOC) paints and coatings (SCAQMD Rule 1113).

4.2.4 Impact Thresholds and Significant Criteria

Significant Criteria

Based upon the criteria derived from Appendix G of the State CEQA Guidelines, the project would result in potentially significant impacts if it would:

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

SCAQMD

The City of Perris relies on the significance criteria established by the SCAQMD to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if the project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land

use development projects, as shown in *Table 4.2-6: South Coast Air Quality Management District Emissions Thresholds (Maximum Pounds Per Day)*.

Table 4.2-6: South Coast Air Quality Management District Emissions Thresholds (Maximum Pounds Per Day)

Criteria Air Pollutants and Precursors	Construction-Related	Operational-Related
Volatile Organic Compounds (VOC)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO _x)	100	55
Sulfur Oxides (SO _x)	150	150
Coarse Particulates (PM ₁₀)	150	150
Fine Particulates (PM _{2.5})	55	55

Source: South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds*, March 2023.

Localized Carbon Monoxide

In addition to the daily thresholds listed above, development associated with the project would also be subject to the ambient air quality standards. These are addressed through an analysis of localized CO impacts. The significance of localized impacts depends on whether ambient CO levels near the project are above state and federal CO standards (the more stringent California standards are 20 ppm for 1-hour and 9 ppm for 8-hour). The SCAB has been designated as attainment under the 1-hour and 8-hour standards.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed LSTs for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project without expecting to cause or substantially contribute to an exceedance of the most stringent state or federal ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres or less on a single day. The project site is located within SCAQMD SRA 24. *Table 4.2-7: Local Significance Thresholds for Construction/Operations (Maximum Pounds Per Day)*, shows the LSTs for a 1-acre, 2-acre, and 5-acre project in SRA 24 within 252 meters of the project. The nearest sensitive receptors are residences located approximately 830 feet (252 meter) to the west. Therefore, the lowest threshold distance of 252 meters were interpolated and used for analysis based on the SCAQMD LST methodology guidance. LSTs associated with all acreage categories are provided in *Table 4.2-7* for informational purposes. *Table 4.2-7* shows that the LSTs increase as acreages increase. It should be noted that LSTs are screening thresholds and are therefore conservative. The construction LST acreage is determined based on daily acreage disturbed. The operational LST acreage is based on the total area of the project site. Although the project site is approximately 34.52 acres (including land reserved for public rights-of-way, for a net site area of 33.51 acres), the 5-acre operational LSTs are conservatively used to evaluate the project.

Table 4.2-7: Local Significance Thresholds for Construction/Operations (Maximum Pounds Per Day)

Project Size	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
1 Acre	390/390	6,661/6,661	86/22	31/8
2 Acres	432/432	7,530/7,530	94/23	35/9
5 Acres	539/539	9,576/9,576	115/28	44/11

LST thresholds have been interpolated and adjusted for 252 meters.
Source: South Coast Air Quality Management District, *Localized Significance Threshold Methodology*, July 2008.

Health Risk

Whenever a project would use chemical compounds identified in SCAQMD Rule 1401, on CARB’s air toxics list pursuant to Assembly Bill (AB) 1807, or on the U.S. EPA’s National Emissions Standards for Hazardous Air Pollutants, an HRA is required by the SCAQMD. *Table 4.2-8: SCAQMD Toxic Air Contaminants Incremental Risk Thresholds*, lists the SCAQMD’s TAC incremental risk thresholds for operation of a project. Projects that do not generate emissions that exceed the values in *Table 4.2-8* would not substantially contribute to cumulative air quality hazards or exacerbate an existing environmental hazard.

Table 4.2-8: SCAQMD Toxic Air Contaminants Incremental Risk Thresholds

Contaminants	Risk Threshold
Maximum Incremental Cancer Risk	≥ 10 in 1 million
Cancer Burden (in areas ≥ 1 in 1 million)	> 0.5 excess cancer cases
Hazard Index (project increment)	≥ 1.0

Source: South Coast Air Quality Management District, *South Coast AQMD Public Notification Procedures for Facilities Under the Air Toxics “Hot Spots” Information and Assessment Act (AB 2588) and Rule 1402*, Updated October 2020.

Under the California Supreme Court’s decision in *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478), where a project will exacerbate an existing environmental hazard, CEQA requires an analysis of the worsened condition on future project residents and the public at large. Projects that do not generate emissions that exceed the values in *Table 4.2-8* would not substantially contribute to cumulative air quality hazards or exacerbate an existing environmental hazard. Residential, commercial, office, and institutional uses (such as hospital land uses) do not use substantial quantities of TACs and typically do not exacerbate existing hazards. Thus, these thresholds are typically applied to new industrial and warehouse projects.

Methodology

Air Quality

This air quality impact analysis considers construction and operational impacts associated with the project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod). CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD.

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with project construction would generate emissions of criteria air pollutants and precursors. Daily regional

construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities) and applying off-road, fugitive dust, and on-road emissions factors in CalEEMod.

Project operations would result in emissions of area sources (consumer products), energy sources (natural gas usage), on-site sources (emergency generator and off-site equipment) and mobile sources (motor vehicles from project generated vehicle trips). Project-generated increases in operational emissions would be predominantly associated with motor vehicle use. The increase of traffic over existing conditions as a result of the project was obtained from the project's Transportation Analysis prepared by Kimley-Horn (May 2023). Other operational emissions from area, energy, and stationary sources were quantified in CalEEMod based on land use activity data.

As discussed above, the SCAQMD provides significance thresholds for emissions associated with proposed project construction and operations. The proposed project's construction and operational emissions are compared to the daily criteria pollutant emissions significance thresholds in order to determine the significance of a project's impact on regional air quality.

The localized effects from the project's on-site emissions were evaluated in accordance with the SCAQMD's LST methodology, which uses on-site mass emissions rate look-up tables and project-specific modeling. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

Health Risk

The potential health risks associated with the emission of diesel particulate matter resulting from the implementation of the proposed project were evaluated in this analysis. Construction equipment and associated heavy-duty truck traffic generate diesel exhaust, which is a known TAC. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors. Operational activities would also include the use of heavy-duty diesel trucks.

Construction Sources

Construction would generate DPM emissions from the use of off-road diesel equipment required for site preparation, grading and excavation, paving, and other construction activities. For construction activity, DPM is the primary toxic air contaminant of concern. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment were included in the analysis, although they are typically less of a concern because they would not stay on the site for long durations. Diesel exhaust from construction equipment operating at the site potentially poses a health risk to nearby sensitive receptors. The nearest sensitive receptors to the project site are the existing single-family residences located approximately 830 feet to the west.

Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer. The use of diesel-powered construction equipment would be episodic and would occur throughout the project site. Construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, emissions of DPM would be generated from different locations on the project site rather than in a single location because different types of construction activities (e.g., site preparation and building construction) would not occur at the same place at the same time. Construction emissions rates for PM₁₀ (DPM) were calculated from the CalEEMod construction emissions modeling, refer to **Appendix C2**. Construction of the project is conservatively anticipated to begin in March 2024 with a construction duration of approximately 13 months.

As described above, PM₁₀ exhaust construction emissions over the entire construction period were used in AERMOD to approximate construction DPM emissions. Risk levels were calculated based on the California Office of Environmental Health Hazard Assessment (OEHHA) guidance document, Air Toxics Hot Spots Program Risk Assessment Guidelines (February 2015).

Operational Sources

Mobile Sources. The project site is located near existing sensitive receptors. Due to the increased truck traffic from the project, the resulting emissions could result in pollutant concentrations at existing sensitive receptors. Average daily trips from truck traffic to the project were obtained from the Transportation Analysis prepared by Kimley-Horn (dated May 2023). An emission rate for PM₁₀ (DPM) was calculated using trip data and a CARB 2021 Emission FACTor model (EMFAC)¹ model run for Riverside County; refer to **Appendix C2**. EMFAC generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of vehicle speed and type. The model was run for heavy-duty diesel vehicles traveling along off-site roads, circulating the project site, and idling at the proposed loading docks. The analysis includes onsite idling and truck traffic on the following roadways and vehicle speeds are:

- Ellis Avenue (55 miles per hour)
- Case Road (55 miles per hour)
- On-Site Circulation (15 miles per hour)
- On-Site Idling (idle)

Truck traffic on surrounding roadways are based on the truck trip generation and distribution from the Traffic Study, which used Institute of Transportation Engineers (ITE) Warehouse land use rate (ITE code 150). Additionally, idling emissions assumed 15 minutes of idling² for each truck. The emissions rates were

¹ California Air Resources Board, *EMFAC 2021 Web Database*, www.arb.ca.gov/emfac, accessed June 2023.

² An idling time of 15 minutes per truck has been used per SCAQMD recommendations. Although the Project is required to comply with CARB's idling limit of 5 minutes, the SCAQMD recommends the on-site idling emissions should be estimated for 15 minutes of truck idling, which would take into account on-site idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc.

calculated using 2025 emissions factors since project construction could be completed in 2025; refer to **Appendix C2**. This approach is conservative as it assumes no cleaner technology in future years.

Off-Road Equipment. Operational off-road emissions would be generated by off-road cargo handling equipment used during operational activities. For this project it was assumed that the warehouse would include 13 forklifts and two off-highway trucks for loading and unloading goods per the SCAQMD *High Cube Warehouse Truck Trip Study White Paper*.³

Emergency Fire Pump. It is conservatively assumed that the proposed project would include installation of one diesel fueled emergency fire pump rated at 350 horsepower (hp). The analysis assumed that the pump could potentially operate for up to half an hour per day, one day per week, for a total of 26 hours per year for maintenance and testing purposes.

Emergency Backup Generators. As the project warehouse is speculative, it is unknown whether emergency backup generators would be used. Backup generators would only be used in the event of a power failure and would not be part of the project's normal daily operations. Nonetheless, emissions associated with two backup generators were included to be conservative. If backup generators are required, the end user would be required to obtain a permit from the SCAQMD prior to installation. Emergency backup generators must meet SCAQMD's Best Available Control Technology (BACT) requirements and comply with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), which would minimize emissions.

Dispersion Modeling

The construction and operational air dispersion modeling for the HRA was performed using the U.S. EPA AERMOD dispersion model. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources. AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. Surface and upper air meteorological data are provided by the SCAQMD. Surface and upper air meteorological data from the Perris Monitoring Station was selected as being the most representative for meteorology based on proximity to the project site.

The emission sources in the model are line volume sources (comprised of smaller adjacent volume sources) for construction and truck operations. Construction line volume sources were assigned a release height of 12 feet (3.6 meters). Operational sources include the loading dock idling areas, on-site truck circulation, and off-site truck routes. Heavy duty operational vehicle emissions were assigned a release height of 10 feet (3.15 meters), a plume height of 21 feet (6.29 meters). A release height of 10 feet is the average stack height for trucks and the plume height is based on U.S. EPA guidance for vehicle volume sources. A backup generator was modeled as point sources. The point source was assigned a release height of 5 meters. Additionally, building downwash was incorporated for the proposed building.

AERMOD was run to obtain the peak annual average (period) concentration in micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) of PM_{10} at the nearby sensitive receptors. According to the SCAQMD's Supplemental Guidelines for Preparing Risk Assessments for AB 2588, air dispersion modeling is required to estimate annual average concentrations to calculate the Maximally Exposed Individual Resident (MEIR), the

³ South Coast Air Quality Management District, *High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results*, June 2014.

maximum chronic HI, the zones of impact, and excess cancer burden. To achieve these goals, a receptor grid was placed over the nearest sensitive receptors to cover the zone of impact. According to the SCAQMD, in order “to identify the maximum impacted receptors (i.e., peak cancer risk and peak hazard indices) a grid spacing of 100 meters or less must be used” (see page 16 of SCAQMD’s Supplemental Guidelines). Due to the size of the project site, receptors were modeled with a maximum of 35-meter grid spacing. In addition, National Elevation Dataset (NED) terrain data was imported into AERMOD for the project. The modeling and analysis was prepared in accordance with the SCAQMD Modeling Guidance for AERMOD.⁴

Note that the concentration estimate developed using this methodology is conservative and is not a specific prediction of the actual concentrations that would occur at the project site any one point in time. Actual annual average concentrations are dependent on many variables, particularly the number and type of vehicles and equipment operating at specific distances during time periods of adverse meteorology. A health risk computation was performed to determine the risk of developing an excess cancer risk calculated on these worst-case exposure duration scenarios. The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the OEHHA Guidance Manual. Only the risk associated with the worst-case location of the project was assessed.

Risk and Hazard Assessment

Cancer Risk. Based on the OEHHA methodology, residential inhalation cancer risk from annual average DPM concentrations are calculated by multiplying the daily inhalation dose, cancer potency factor, age sensitivity factor (ASF), frequency of time spent at home, and exposure duration divided by averaging time, yielding the excess cancer risk. These factors are discussed in more detail below. It is important to note that exposure duration is based on continual heavy truck operation along nearby roadways. Exposure through inhalation (Dose-air) is a function of breathing rate, exposure frequency, and concentration of substance in the air. To estimate cancer risk, the dose was estimated by applying the following formula to each ground-level concentration:

$$\text{Dose-air} = C_{\text{air}} * (\text{BR}/\text{BW}) * A * \text{EF} * 10^{-6}$$

Dose-air =	dose through inhalation (mg/kg/day)
C_{air} =	air concentration ($\mu\text{g}/\text{m}^3$) from air dispersion model
(DBR/BW) =	daily breathing rate normalized to body weight (L/kg bodyweight-day)
A =	inhalation absorption factor (unitless)
EF =	exposure frequency (approximately 350 days per year for residential)
10^{-6} =	conversion factor (micrograms to milligrams, liters to cubic meters)

OEHHA developed ASFs to consider the increased sensitivity to carcinogens during early-life exposure. In the absence of chemical-specific data, OEHHA recommends default ASFs presented in *Table 4.2-9: Age Sensitivity Factors, Fraction of Time at Home, and Daily Breathing Rates*. Fraction of time at home (FAH) during the day is used to adjust exposure duration and cancer risk from a specific facility’s emissions,

⁴ South Coast Air Quality Management District, *SCAQMD Modeling Guidance for AERMOD*, <http://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance>, accessed June 2023.

based on the assumption that exposure to the facility’s emissions are not occurring away from home. OEHHA recommends the FAH values presented in *Table 4.2-9*.

Table 4.2-9: Age Sensitivity Factors, Fraction of Time at Home, and Daily Breathing Rates

Age	Exposure Frequency (days/year)	Exposure Duration (years)	Age Sensitivity Factor ¹ (ASF)	Fraction of Time at Home (FAH)	Daily Breathing Rate (L/kg BW-day ²)
Residential					
Third trimester	350	0.25	10	100%	361
0 to 2 years	350	2	10	100%	1,090
Ages 2 through 8 years	350	7	3	100%	861
Ages 8 through 15 years	350	7	3	100%	745
Ages 16 and greater	350	14	1	73%	335
Worker³	250	25	1	N/A	230
Student³	180	9	3	N/A	640
Notes:					
1. Accounts for potential increased sensitivity to carcinogens during childhood.					
2. Daily breathing rate normalized to body weight (L/kg body weight - day) (95 th percentile).					
3. Worker and Student breathing rates are 95 th percentile 8-hour breathing rates based on moderate intensity activity.					
Source: California Office of Environmental Health Hazard Assessment, <i>Air Toxics Program Guidance Manual for the Preparation of Health Risk Assessments</i> , February 2015 and South Coast Air Quality Management District, Permit Application Package “N” Risk Assessment Procedures for Rules 1401, 1401.1, and 212 Version 8.1.					

To estimate the cancer risk, the dose is multiplied by the cancer potency factor, the ASF, the exposure duration divided by averaging time, and the frequency of time spent at home (for residents only):

$$Risk_{inh-res} = (Dose_{air} * CPF * ASF * (ED/AT) * FAH)$$

- Risk_{inh-res} = residential inhalation cancer risk (potential chances per million)
- Dose_{air} = daily dose through inhalation (mg/kg-day)
- CPF = inhalation cancer potency factor (mg/kg-day⁻¹)
- ASF = age sensitivity factor for a specified age group (unitless)
- ED = exposure duration (years)
- AT = averaging time of lifetime cancer risk (years)
- FAH = fraction of time spent at home (unitless)

Chronic Non-Cancer Hazard. Non-cancer chronic impacts are calculated by dividing the annual average concentration by the REL for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. According to OEHHA, the REL for DPM is 5 and the target organ is the respiratory system. The following equation was used to determine the non-cancer risk:

$$Hazard\ Index = C_i / REL_i$$

- C_i = concentration in the air of substance i (annual average concentration in µg/m³)
- REL_i = chronic noncancer Reference Exposure Level for substance (µg/m³)

Health Risk Computation. A health risk computation was performed to determine the risk of developing an excess cancer risk calculated on a 30-year exposure scenario for residential risk and 25-year exposure scenario for worker risk using the approach described in the OEHHA *Air Toxics Program Guidance Manual for the Preparation of Health Risk Assessments* (February 2015) and the daily breathing rates, age

sensitivity factors, exposure duration, and fraction of time at home specified in the SCAQMD, Permit Application Package “N” Risk Assessment Procedures for Rules 1401, 1401.1, and 212 Version 8.1 (refer to *Table 4.2-9*). Health risks were analyzed at the point of maximum impact and are a conservative estimate. The pollutant concentrations are then used to estimate the long-term cancer health risks to an individual as well as the non-cancer chronic health index.

The off-site impacts would occur from the diesel trucks accessing the project site. The cancer and chronic health risks are based on the annual average concentration of PM₁₀ (used as a proxy for DPM). As noted above, the chronic and carcinogenic health risk calculations are based on the standardized equations contained in the U.S. EPA *Human Health Evaluation Manual* (1991) and the OEHHA Guidance Manual (2015).

4.2.5 Impacts and Mitigation Measures

Impact 4.2-1 ***Would the project conflict with or obstruct implementation of the applicable air quality plan?***

Level of Significance: Less than Significant

As discussed previously, the SCAQMD recently adopted the 2022 AQMP. The AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State (California) and national air quality standards. The AQMP is a regional and multi-agency effort including the SCAQMD, the CARB, the SCAG, and the U.S. EPA. The AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG’s RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG’s latest growth forecasts. SCAG’s latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The project is subject to the 2022 AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1:** The project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The project will not exceed the assumptions in the AQMP or increments based on the years of the project build-out phase.

According to the SCAQMD’s *CEQA Air Quality Handbook*, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region’s ability to comply with CAAQS and NAAQS.

The violations to which Consistency Criterion No. 1 refers are CAAQS and NAAQS. As shown in *Table 4.2-10: Construction-Related Emissions* and *Table 4.2-11: Long-Term Operational Emissions* below, the project would not exceed the construction or operational standards. Therefore, the project would not contribute to an existing air quality violation. Thus, the project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The project site has a General Plan designation and zoning designation of Light Industrial (LI). The LI general plan designation is within the overall industrial designation and defines LI uses as those that include limited assembly and packaging operations, self-storage warehouses, distribution centers, business to business retail operations and large-scale warehousing. The proposed project would not change the existing land use and would be consistent with the land use designation and zoning. As such, the project would not result in substantial unplanned growth or unaccounted for growth in the General Plan or job growth projections used by the SCAQMD to develop the AQMP. Thus, the project is also consistent with the second criterion and a less than significant impact would occur.

Impact 4.2-2 *Would the proposed 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?*

Level of Significance: Less than Significant

Construction Emissions

Construction associated with the project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone precursor pollutants (i.e. VOC and NO_x) and PM₁₀ and PM_{2.5}. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

The duration of construction activities associated with the project is estimated to last approximately 13 months. Construction-generated emissions associated the project were calculated using CalEEMod, which is designed to model emissions for land use development projects, based on typical construction requirements. See **Appendix C1, Air Quality Modeling Data** for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the project are summarized in *Table 4.2-10: Construction-Related Emissions*.

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the project and were applied in CalEEMod to minimize fugitive dust

emissions. SCAQMD Rule 1113 provides specifications on painting practices and regulates the VOC content of paint. As required by law, all architectural coatings for the project structures would comply with SCAQMD Rule 1113.

Table 4.2-10: Construction-Related Emissions

Construction Year	Pollutant (Maximum Pounds per Day)					
	Volatile Organic Compounds (VOC)	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
2024 Construction	60.59	36.05	35.91	0.05	9.50	5.46
2025 Construction	60.28	16.60	34.24	0.05	5.65	1.71
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>55</i>	<i>150</i>
Exceed SCAQMD Threshold?	No	No	No	No	No	No
Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Refer to Appendix C1 for Model Data Outputs.						
Source: CalEEMod version 2022.1.1.13. Refer to Appendix C1 for model outputs.						

The construction would include site preparation, grading, and construction of the proposed building and associated parking and infrastructure. Further, the preparation of the site and construction of the emergency fire pump house was incorporated into the emissions and assumptions above.

As shown in *Table 4.2-10*, all criteria pollutant emissions would be below their respective thresholds of significance. While impacts would be considered less than significant, the project would be subject to SCAQMD Rules 402, 403, and 1113, as well as the Perris GNG 2020 policies applicable to construction-related emissions described in the Regulatory Framework subsection above. The proposed project construction emissions would not worsen ambient air quality, create additional violations of federal and State standards, or delay the SCAQMD’s goal for meeting attainment standards within the SCAB.

Operational Emissions

The project’s operational emissions would be associated with area sources (e.g., landscape maintenance equipment, architectural coatings, off-road equipment, etc.), energy sources, mobile sources (i.e., motor vehicle use) and stationary equipment (i.e., fire pumps and emergency generators). The fire pump house would include one 350 hp diesel engine. Additionally, backup generators and off-road equipment such as forklifts and yard trucks generate emissions. Primary sources of operational criteria pollutants are from off road equipment use and area sources. Long-term operational emissions attributable to the project are summarized in *Table 4.2-11: Long-Term Operational Emissions*. Each of these sources are described below.

Table 4.2-11: Long-Term Operational Emissions

Source	Pollutant (Maximum Pounds per Day)					
	Volatile Organic Compounds (VOC)	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Area Source Emissions	20.07	0.23	27.98	0.00	0.04	0.05
Energy Emissions	0.18	3.30	2.77	0.02	0.25	0.25
Mobile Emissions	2.73	11.25	33.68	0.13	3.73	0.81
Emergency Generator	3.38	9.42	8.60	0.02	0.50	0.50
Off-Road Equipment	3.68	26.90	195.14	0.06	1.05	0.94
Emergency Fire Pump	1.69	1.24	0.79	0.07	0.08	0.08
Total Emissions	31.73	52.34	268.96	0.30	5.65	2.63
<i>SCAQMD Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod version 2022.1.1.13. Refer to **Appendix C1** for model outputs.

- Area Source Emissions.** Area source emissions would be generated due to on-site equipment, architectural coating, and landscaping that were previously not present on the site.
- Energy Source Emissions.** Energy source emissions would be generated due to electricity and natural gas usage associated with the project. Primary uses of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.
- Mobile Source.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, VOC, NO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NO_x and VOC react with sunlight to form ozone, known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, CO tends to be a localized pollutant, dispersing rapidly at the source. Project-generated vehicle emissions are based on the trip generation within the Project Transportation Analysis and incorporated into CalEEMod as recommended by the SCAQMD. Based on these rates, the project would generate 1,100 total daily trips⁵. The fleet mix for the proposed project is 714 passenger vehicles and 386 trucks.
- Generators.** Generators would emit pollutants that are either of regional or local concern like VOC, NO_x, PM₁₀, and PM_{2.5}. The project would include two back-up generators that would operate during emergencies and maintenance. Emissions from these generators would be infrequent and would not be constant. Further, the emergency generators operation would not exceed 50 hours per year. The project would only have two emergency back-up generators on-site.
- Off-Road Equipment.** The project would include the operation of off-road equipment such as forklifts and yard trucks. Emissions related to off-road equipment have been estimated using emission rates from the CARB EMFAC model. The project is estimated to use 13 forklifts and two yard trucks based on the square footage of the proposed building.

⁵ Kimley-Horn, *Trip Transportation Analysis for the Proposed Newcastle Ellis Avenue Warehouse Project*, May 2023.

- **Fire Pump.** The emergency fire pump would emit pollutants that are either of regional or local concern like VOC, NO_x, PM₁₀, and PM_{2.5}. The project would include a fire pump house that would operate during emergencies, testing and maintenance. Emissions from the fire pump would be infrequent and would not be constant. Further, the emergency fire pump operation would not exceed 26 hours per year.

As shown in *Table 4.2-11*, project emissions would not exceed SCAQMD thresholds for any criteria air pollutants. Therefore, long-term operations emissions would result in a less than significant impact. Although the impact of the project would be less than significant, the project would be subject to all of the Perris GNG 2020 policies applicable to operational emissions. Further, as discussed below, the project would be required to implement Mitigation Measure AQ-1 which requires all outdoor cargo handling equipment to be zero emission/powered by electricity, further reducing impacts associated with off-road equipment emissions. Mitigation Measure AQ-1 implements one of the requirements of the Perris GNG 2022.

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for ozone, PM₁₀, and PM_{2.5} for State standards and nonattainment for ozone and PM_{2.5} for Federal standards. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. The mass-based regional significance thresholds published by the SCAQMD are designed to ensure compliance with both NAAQS and CAAQS and are based on an inventory of projected emissions in the SCAB. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. As shown in *Table 4.2-10* above, project construction-related emissions by themselves would not exceed the SCAQMD significance thresholds for criteria pollutants. Therefore, the proposed project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be utilized during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the SCAB, which would include related projects. Compliance with SCAQMD rules and regulations would further reduce the project construction-related impacts. Therefore, project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. Construction emissions associated with the project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in *Table 4.2-11*, the project operational emissions would not exceed SCAQMD thresholds. As a result, operational emissions associated with the project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, adherence to SCAQMD rules and regulations and applicable Perris GNG 2020 policies would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Project operations would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant.

Impact 4.2-3 ***Would the proposed project, expose sensitive receptors to substantial pollutant concentrations?***

Level of Significance: Less than Significant with Mitigation

Localized Construction Significance Analysis

The nearest sensitive receptors are single-family residences located to the west of the project. To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, *Table 4.2-12: Equipment-Specific Grading Rates*, is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Perris Valley (SRA 24) since this area includes the project. LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. Project construction is anticipated to disturb a maximum of 4 acres in a single day. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 4-acre threshold were interpolated and utilized for this analysis.

Table 4.2-12: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Tractors	2	0.5	8	1
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	2	1	8	2
Total Acres Graded per Day					4
Source: CalEEMod version 2022.1.1.13. Refer to Appendix C1 for model outputs.					

The SCAQMD’s methodology states that “off-site mobile emissions from the project should not be included in the emissions compared to LSTs.” Therefore, only emissions included in the CalEEMod “on-site” emissions outputs were considered. The nearest sensitive receptors are residential houses located approximately 830 feet (252 meters) to the west of the project. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, the threshold distance of 252 meters were interpolated and were utilized in this analysis. *Table 4.2-13: Localized Significance of Construction Emissions*, shows the results of localized emissions during construction. This table represents the worst-case scenario and are based on peak earthwork volumes anticipated. As shown in *Table 4.2-13*, localized project construction emissions would not exceed SCAQMD thresholds. Impacts would be less than significant. No mitigation is required.

Table 4.2-13: Localized Significance of Construction Emissions

Construction Activity	Pollutant (Maximum Pounds per Day)			
	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Site Preparation (2024)	35.95	32.93	9.26	5.41
Grading (2024)	34.30	30.17	5.32	2.77
Building Construction (2024)	11.22	13.11	0.50	0.46
Building Construction (2025)	10.44	13.04	0.43	0.40
Paving (2025)	7.45	9.98	0.35	0.32
Architectural Coating (2024)	0.90	1.15	0.03	0.03
Architectural Coating (2025)	0.88	1.14	0.03	0.03
<i>SCAQMD Localized Screening Threshold (adjusted for 4 acres at 252 meters)</i>	<i>503</i>	<i>8,894</i>	<i>108</i>	<i>41</i>
Exceed SCAQMD Threshold?	No	No	No	No
Source: CalEEMod version 2022.1.1.13. Refer to Appendix C1 for model outputs.				

Table 4.2-13 shows that emissions of these pollutants would not result in significant concentrations of pollutants at nearby sensitive receptors. Significant impacts would not occur concerning LSTs during construction.

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the project consists of a speculative warehouse use, the operational phase LST protocol is conservatively applied to both on-site stationary sources and 15 percent of the total mobile source emissions. As the nearest receptor is located approximately 830 feet from the project site, LSTs for 252 meters for SRA 24 were used in this analysis. Although the net project site is 33.51 acres, the 5-acre LST operational threshold was conservatively used because the LSTs increase with the size of the site. Therefore, the 5-acre LSTs are conservative for evaluation of a 33.51-acre site.

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in *Table 4.2-14: Localized Significance of Operational Emissions*, conservatively include all on-site project-related stationary sources and 15 percent of the project-related new mobile sources, since a portion of mobile sources could include idling on-site. *Table 4.2-14* shows that daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during operational activities.

Table 4.2-14: Localized Significance of Operational Emissions

Activity	Pollutant (Maximum Pounds per Day)			
	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
On-Site and Mobile Source Emissions ¹	42.78	240.33	2.48	1.94
SCAQMD Localized Screening Threshold (5 acres at 252 meters) ²	539	9,576	28	11
Exceed SCAQMD Threshold?	No	No	No	No
1. Conservatively assumes 15 percent of mobile emissions are on-site. 2. SRA Zone 24 – Perris Valley; 5-acre area, 252 meters to receptor. Source: CalEEMod version 2022.1.1.13. Refer to Appendix C1 for model outputs.				

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project’s air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the South Coast Air Basin) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program⁶ was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in

⁶ Code of Federal Regulation (CFR) [i.e., PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S)]

a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

NO_x and VOC are precursor emissions that form ozone in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources. Breathing ground-level ozone can result health effects that include reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that ozone can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According to the SCAQMD AQMPs, ozone, NO_x, and VOC have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled in the SCAB continue to increase, NO_x and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2022 AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour ozone standard by 2038 would lead to sufficient NO_x emission reductions to attain the 1-hour ozone standard by 2022. In addition, since NO_x emissions also lead to the formation of PM_{2.5}, the NO_x reductions needed to meet the ozone standards will likewise lead to improvement of PM_{2.5} levels and attainment of PM_{2.5} standards.

The SCAQMD's air quality modeling demonstrates that NO_x reductions prove to be much more effective in reducing ozone levels and will also lead to significant improvement in PM_{2.5} concentrations. NO_x-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The AQMP identifies robust NO_x reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_x emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

As previously discussed, project emissions would be less than significant and would not exceed SCAQMD thresholds (refer to *Table 4.2-10* and *Table 4.2-11*). Localized effects of on-site project emissions on nearby receptors were also found to be less than significant (refer to *Table 4.2-13* and *Table 4.2-14*). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations.

Carbon Monoxide Hotspots

An analysis of CO “hot spots” is needed to determine whether the change in the level of service of an intersection resulting from the project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD’s AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD *CO Hotspot Analysis*, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD’s *CO Hotspot Analysis*. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 1,100 additional vehicle trips attributable to the project. Therefore, impacts would be less than significant.

Carcinogenic Risk

Construction-related activities would result in project-generated emissions of DPM from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); paving; application of architectural coatings; on-road truck travel; and other miscellaneous activities. For construction activity, DPM is the primary toxic air contaminant of concern. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they would

not stay on the site for long durations. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors.

Operational vehicle DPM emissions were estimated using emission factors for PM₁₀ generated with the EMFAC developed by CARB. EMFAC is a mathematical model that was developed to calculate emission rates from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by CARB to project changes in future emissions from on-road mobile sources. EMFAC incorporates regional motor vehicle data, information and estimates regarding the distribution of vehicle miles traveled (VMT) by speed, and number of starts per day. The model includes the emissions benefits of the truck and bus rule and the previously adopted rules for other on-road diesel equipment. The nearest sensitive receptors are the residences located approximately 830 feet to the west of the project site.

Table 4.2-15: Carcinogenic Risk Assessment shows the health risk for the following scenarios: construction, operation, and combined construction and operation of the project. Based on OEHHA *Risk Assessment Guidelines*, the exposure duration for a resident is 30 years, beginning with the third trimester. Operations would commence after construction. As such, construction would not overlap with operations. The analysis calculates risk based on exposure to construction concentrations during the entire 13 months of the exposure duration and operational concentrations for the remainder of the exposure duration. As shown in *Table 4.2-15*, the unmitigated construction risk at residential and worker receptors would be 0.24 and 0.37 in one million, respectively. Additionally, the unmitigated operational cancer risk at residential and worker receptors would be 69.72 and 83.01 in one million, respectively. Further, the unmitigated combined construction and operational cancer risk at residential and worker receptors would be 56.23 and 83.37 in one million, respectively. Therefore, the maximum unmitigated operational cancer risk and unmitigated combined construction and operational cancer risk would exceed the SCAQMD threshold of 10 in one million. The project would implement Mitigation Measure AQ-1 to reduce cancer risk. Mitigation Measure AQ-1 implements one of the requirements of the Perris GNG 2022 and requires that all outdoor cargo handling equipment (yard trucks and forklifts) shall be zero emission/powered by electricity. Implementation of Mitigation Measure AQ-1 would reduce cancer risk from project operations to below the SCAQMD’s 10 in one million threshold; refer to *Table 4.2-15*. With mitigation measure AQ-1 incorporated, the operational cancer risk would be reduced to 1.33 in one million for residential receptors and 0.85 in one million for worker receptors. Further, the combined construction and operational cancer risk would be reduced to 1.34 for residential receptors and 1.18 for worker receptors. Therefore, the project’s cancer risk would not exceed the SCAQMD’s 10 in one million threshold and impacts associated with carcinogenic risk would be less than significant.

Table 4.2-15: Carcinogenic Risk Assessment

Exposure Scenario	Unmitigated/ Mitigated ¹	Cancer Risk (Risk per Million) ²	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
Construction				
Residential Receptors	Unmitigated	0.24	10	No
Worker Receptor	Unmitigated	0.37	10	No
Operation				
Residential Receptors	Unmitigated	69.72	10	Yes
	Mitigated	1.33	10	No
Worker Receptor	Unmitigated	83.01	10	Yes
	Mitigated	0.85	10	No

Exposure Scenario	Unmitigated/ Mitigated ¹	Cancer Risk (Risk per Million) ²	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
Combined Construction + Operation				
Residential Receptors	Unmitigated	56.23	10	Yes
	Mitigated	1.34	10	No
Worker Receptor	Unmitigated	83.37	10	Yes
	Mitigated	1.18	10	No
Notes:				
1. The mitigated exposure scenario accounts for implementation of Mitigation Measure AQ-1 which requires all outdoor cargo handling equipment to be zero emission/powered by electricity.				
2. The reported annual pollutant concentration is at the closest maximally exposed individual resident (MEIR) to the Project site.				
Source: Refer to Appendix C2 .				

Non-Carcinogenic Hazard

The significance thresholds for TAC exposure also require an evaluation of non-cancer risk stated in terms of a hazard index. Non-cancer chronic impacts are calculated by dividing the annual average concentration by the REL for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. RELs are designed to protect sensitive individuals within the population. According to OEHHA, the REL for DPM is 5 and the target organ is the respiratory system.⁷

Chronic non-carcinogenic impacts are shown in *Table 4.2-16: Chronic Hazard Assessment*. A chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the chronic exposure by the reference exposure level. The chronic hazard was calculated based on the highest annual average concentration at the maximally exposed individual receptor. It should be noted that there is no acute REL for DPM and acute health risk cannot be calculated. The highest maximum chronic hazard index associated with DPM emissions from unmitigated project construction would be 0.0003 at the residential receptors and 0.0065 at the worker receptors. Additionally, the highest maximum chronic hazard index associated with DPM emissions from unmitigated project operations would be 0.0081 at the residential receptors and less than 0.0001 at the worker receptors. Therefore, unmitigated operational non-carcinogenic hazards would not exceed the acceptable limits of 1.0 and impacts would be considered less than significant. However, implementation of mitigation measure AQ-1 would further reduce chronic non-carcinogenic impacts by requiring all outdoor cargo handling equipment (yard trucks and forklifts) to be zero emission/powered by electricity.

Table 4.2-16: Chronic Hazard Assessment

Exposure Scenario	Annual Concentration (µg/m ³) ¹	Chronic Hazard
Unmitigated Construction		
Residential Receptors	0.0016	0.0003
Worker Receptors	0.0324	0.0065
Unmitigated Operation		
Residential Receptors	0.0915	0.0183
Worker Receptors	0.0002	>0.0001

⁷ California Office of Environmental Health Hazard Assessment, *OEHHA Acute, 8-hour and Chronic Reference Exposure Level (REL) Summary*, available at <https://oehha.ca.gov/air/general-info/oehha-acute-8-hour-and-chronic-reference-exposure-level-rel-summary>.

Exposure Scenario	Annual Concentration ($\mu\text{g}/\text{m}^3$) ¹	Chronic Hazard
<i>SCAQMD Threshold</i>	<i>N/A</i>	<i>1.0</i>
Threshold Exceeded?	N/A	No
Mitigated Operation²		
Residential Receptors	0.0017	0.0003
Worker Receptors	>0.0001	>0.0001
<i>SCAQMD Threshold</i>	<i>N/A</i>	<i>1.0</i>
Threshold Exceeded?	N/A	No
Notes:		
1. The reported pollutant concentration is at the closest receptor (maximally exposed individual receptor).		
2. The mitigated exposure scenario accounts for implementation of Mitigation Measure AQ-1 which requires all outdoor cargo handling equipment to be zero emission/powered by electricity.		
Source: Refer to Appendix C2 .		

As described above, impacts related to cancer risk would be less than significant with implementation of Mitigation Measure AQ-1. Additionally, non-carcinogenic hazards are calculated to be within acceptable limits. It should be noted that the impacts assess the project’s incremental contribution to health risk impacts, consistent with the SCAQMD guidance and methodology. The SCAQMD has not established separate cumulative thresholds and does not require combining impacts from cumulative projects. The SCAQMD considers projects that do not exceed the project-specific thresholds to generally not be cumulatively significant.⁸ Therefore, impacts related to health risk from the project would be less than significant with implementation of Mitigation Measure AQ-1.

Mitigation Measures:

AQ-1

Only zero emission (ZE) off-road equipment (e.g., electric yard trucks/hostlers, forklifts, indoor material handling equipment, etc.) shall be utilized on-site for daily warehouse and business operations. The project facility owner shall disclose this requirement to all tenants/business entities prior to the signing of any lease agreement. In addition, the limitation to use only ZE off-road equipment shall be included in all leasing agreements.

Prior to issuance of a Business License for a new tenant/business entity, the project facility owner and tenant/business entity shall provide to the City of Perris Planning Division a signed document (verification document) noting that the Project development/facility owner has disclosed to the tenant/business entity the requirement to use only ZE equipment for daily operations. This verification document shall be signed by authorized agents for the project facility owner and tenant/business entities. In addition, if applicable, the tenant/business entity shall provide documentation (e.g., purchase or rental agreement) to the City of Perris Planning Division to verify, to the City’s satisfaction, that any off-road equipment utilized will be ZE.

⁸ South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, August 2003.

Impact 4.2-4 *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

Level of Significance: Less than Significant

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The project would not include any of the land uses that have been identified by the SCAQMD as odor sources.

During construction-related activities, some odors (not substantial pollutant concentrations) that may be detected are those typical of construction vehicles (e.g., diesel exhaust from grading and construction equipment). These odors are a temporary short-term impact that is typical of construction projects and would disperse rapidly. Furthermore, odors that could be generated by construction activities are required to follow SCAQMD Rule 402 (Nuisance) to prevent odor nuisances on sensitive land uses. The project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the project would not create objectionable odors and impacts would be considered less than significant in this regard.

4.2.6 Cumulative Impacts

Cumulative Setting

The cumulative setting for air quality includes the City of Perris and the SCAB. The SCAB is designated as a nonattainment area for State standards of ozone, PM₁₀, and PM_{2.5}. The SCAB is designated as a nonattainment area for federal standards of ozone and PM_{2.5}, attainment and serious maintenance for national PM₁₀ standards, and is designated as unclassified or attainment for all other pollutants. Cumulative growth in population and vehicle use could inhibit efforts to improve regional air quality and attain the ambient air quality standards.

Cumulative Impacts and Mitigation Measures

The SCAQMD's approach to assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with requirements of the FCAA and CCAA. As discussed above, the proposed project would be consistent with the AQMP, which is intended to bring SCAB into attainment for all criteria pollutants. Since the project's estimated construction and operational emissions would not exceed the applicable SCAQMD daily significance thresholds that are designed to assist the region in attaining both NAAQS and CAAQS, cumulative impacts would be less than significant with mitigation incorporated.

4.2.7 Significant Unavoidable Impacts

No significant and unavoidable impacts would occur.

4.2.8 References

- California Air Pollution Control Officers Association (CAPCOA), Health Effects, <http://www.capcoa.org/health-effects/>, accessed November 24, 2020.
- California Air Pollution Control Officers Association (CAPCOA), *Health Risk Assessments for Proposed Land Use Projects*, 2009.
- California Air Resources Board, Aerometric Data Analysis and Measurement System (ADAM) Top Four Summaries from 2017 to 2019, 2020.
- California Air Resources Board, Air Quality and Land Use Handbook: A Community Health Perspective, 2005.
- California Air Resources Board, Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles, 2000.
- City of Perris, General Plan Healthy Community Element, June 2015.
- City of Perris, Good Neighbor Guidelines – (GNG 2022) for Siting New and/or Modified Industrial Facilities, 2022.
- South Coast Air Quality Management District, 2016 Air Quality Management Plan, March 2017.
- South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.
- South Coast Air Quality Management District, Localized Significance Threshold Methodology, 2008.
- South Coast Air Quality Management District, South Coast AQMD Air Quality Significance Thresholds, March 2023.
- Kimley-Horn, Trip Transportation Analysis for the Proposed Newcastle Ellis Avenue Warehouse Project, May 2023.
- United States Environmental Protection Agency, National Ambient Air Quality Standards Table, 2016.
- United States Environmental Protection Agency, Nonattainment Areas for Criteria Pollutants, 2019.
- United States Environmental Protection Agency, Policy Assessment for the Review of the Lead National Ambient Air Quality *Standards*, 2013.

4.3 BIOLOGICAL RESOURCES

4.3.1 Introduction

This section of the EIR describes biological resources with the potential to be located within or in the vicinity of the project site, potential impacts to any present resources associated with construction and operation of the proposed project, and mitigation measures that would reduce these impacts, if applicable. The analysis in this section is based on the *Biological Resources Assessment* for the Proposed South Perris Industrial Project (**Appendix D1**; ELMT Consulting, 2021) and the *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis* (**Appendix D2**, ELMT Consulting, 2022) prepared for the proposed project, as well as publicly available resources provided by entities such as the California Department of Fish and Wildlife.

4.3.2 Environmental Setting

The project site is generally located south and west of Interstate 215, east of State Route 74, and north of the San Jacinto River in the City of Perris, Riverside County, California. The site is depicted on the Perris quadrangle of the United States Geological Survey's (USGS) 7.5-minute topographic map series in Section 5 of Township 5 South, Range 3 West. Specifically, the project site bordered by E. Ellis Avenue along its northern boundary, the Burlington Northern Santa Fe Railroad (BNSF) and Case Road on its southwestern boundary within Assessor's Parcel Numbers 330-090-006, and -007. Land use beyond the northern and southern boundary is undeveloped. Bordering the eastern boundary of the project site is a paintball facility and the western boundary an industrial development.

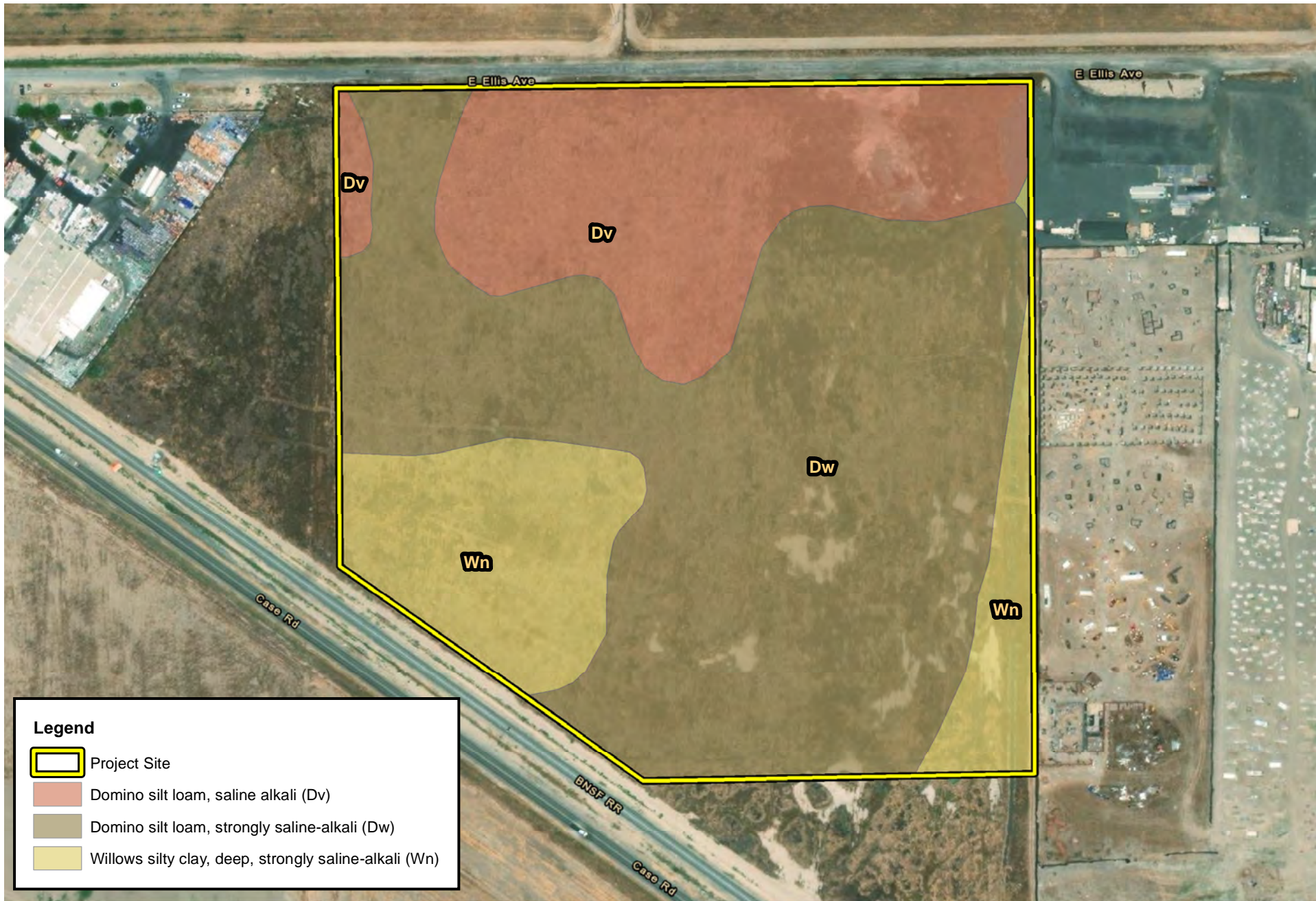
Topography and Soils

The project site is relatively flat, with no areas of topographic relief, at an approximate elevation of 1,415 above mean sea level. Based on the NRCS USDA Web Soil Survey, the project site is underlain by Domino silt loam (saline-alkali), Domino silt loam (strongly saline-alkali), and Willows silty clay (deep, strongly saline-alkali). See **Figure 4.3-1: Soils Map**. Soils on-site have been mechanically disturbed from historic land uses (i.e., agriculture, routine weed abatement, and disking). Historic aerials show these activities have been ongoing since at least 1938.

Vegetation

Due to existing land uses, no native plant communities or natural communities of special concern were observed within or adjacent to the project site. The site consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances. The project site was previously used for agricultural purposes such as growing hay and is presently subject to on-going weed abatement and disking activities. These disturbances have eliminated the natural plant communities that were once present on and surrounding the project site. No native plant communities are present on-site.

The project site supports one (1) plant community: non-native grassland. In addition, the site supports one (1) land cover type that would be classified as disturbed. See **Figure 4.3-2: Vegetation Map**.

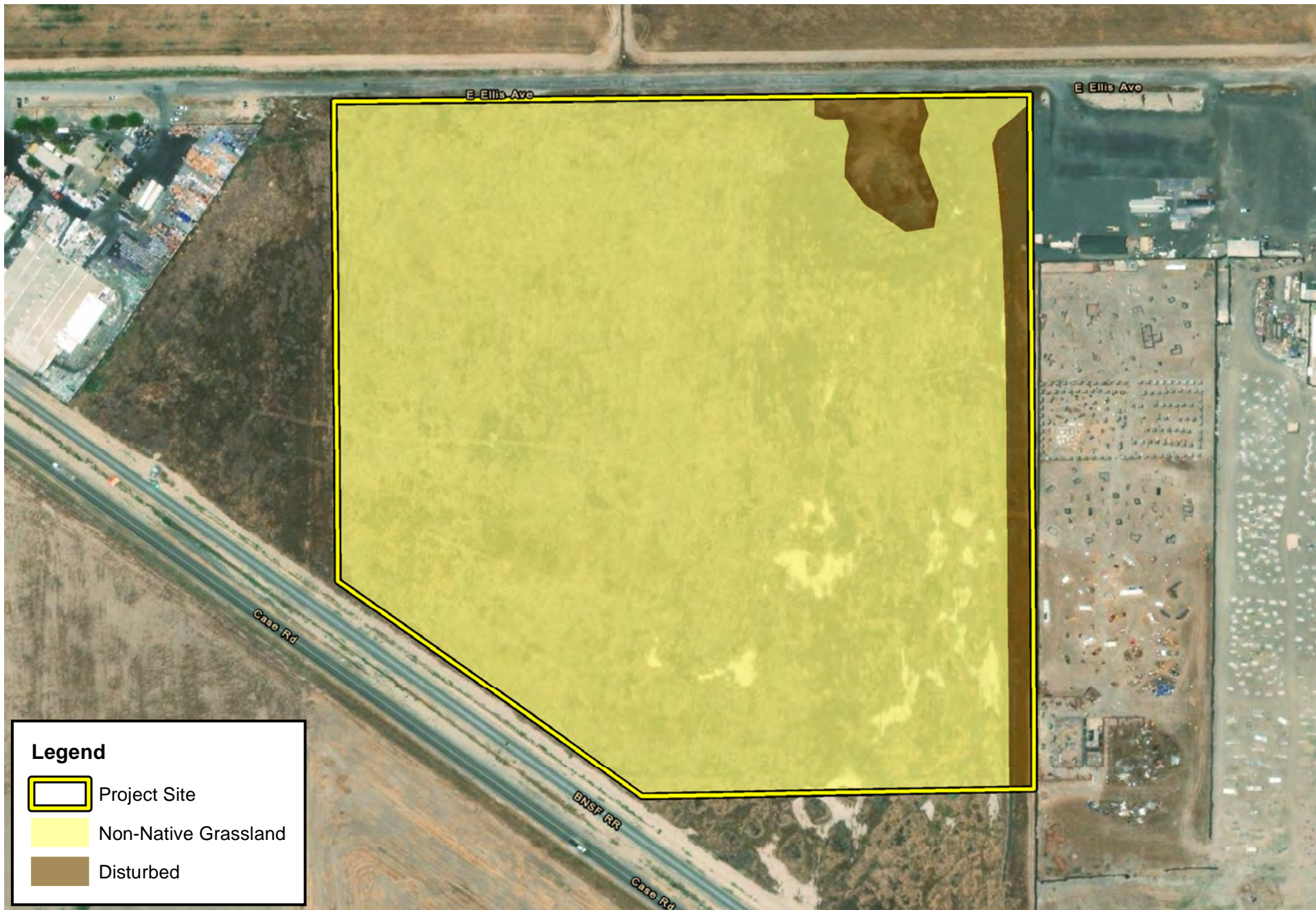


Source: ELMT Consulting, 2021

Figure 4.3-1: Soils Map
 Ellis Logistics Center Project
 Draft EIR



Not to scale



Source: ELMT Consulting, 2021

Figure 4.3-2: Vegetation Map

Ellis Logistics Center Project
Draft EIR



Not to scale

The majority of the site supports a non-native grassland. This plant community is dominated by non-native grasses such as bromes (*Bromus* spp.), Mediterranean grass (*Schismus barbatus*), and oats (*Avena* spp.). Additional species observed in the non-native grassland Russian thistle (*Salsola tragus*), Mediterranean mustard (*Hirschfeldia incana*), sandmat (*Euphorbia* spp.), telegraph weed (*Heterotheca grandiflora*), puncturevine (*Tribulus terrestris*) and jimsonweed (*Datura wrightii*).

Disturbed areas on-site occur on the northeast corner and along the eastern boundary of the site adjacent to the existing paintball facility. These areas are impacted by routine weed abatement and vehicular and pedestrian traffic.

Wildlife

The project site is located within the Mead Valley Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The project site does not contain any MSHCP-covered or special-status fish or amphibian species. Further, no fish, amphibians, or hydrogeomorphic features (e.g. perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for fish or amphibian species were observed on or within the vicinity of the site. Therefore, no fish or amphibians are expected to occur. Further, no trees or suitable structures occur onsite that would provide suitable roosting habitat for bat species.

The site provides a limited amount of habitat for reptile species adapted to a high degree of human disturbance associated with the on-site weed abatement activities and development. The only reptilian species observed during the field investigation was common side-blotched lizard (*Uta stansburiana elegans*). Common reptilian species that could be expected to occur on-site include Great Basin fence lizard (*Sceloporus occidentalis longipes*), San Diego gophersnake (*Pituophis catenifer annectens*), and Southern Pacific rattlesnake (*Crotalus oreganus helleri*).

The project site provides marginal foraging and nesting habitat for bird species adapted to a high degree of routine human disturbance. Bird species detected during the field survey include Say's phoebe (*Sayornis saya*), common raven (*Corvus corax*), American kestrel (*Falco sparverius*), red-tailed hawk (*Buteo jamaicensis*), house finch (*Haemorhous mexicanus*), and mourning dove (*Zenaida macroura*).

Mammalian species detected during the field investigation include pocket gopher (*Thomomys bottae*), coyote (*Canis latrans*), and domestic cat (*Felis catus*). Additional common mammalian species that could be expected to occur include possum (*Didelphis virginiana*) and raccoon (*Procyon lotor*).

Nesting Birds and Raptors

No active nests or birds displaying nesting behavior were observed during the field survey, which was conducted outside of the nesting season (generally February 1 to September 15 although the nesting season may be extended due to weather and drought conditions). Although subjected to routine disturbance, the project site has the potential to provide marginal suitable nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that are adapted to urban environments. Additionally, the disturbed portions of the site have the potential to support

ground-nesting birds such as killdeer (*Charadrius vociferus*) and burrowing owl (*Athene cunicularia*). No raptors are expected to nest on-site due to lack of suitable nesting opportunities.

Special-Status Biological Resources

The first step in the evaluation of biological resources is to conduct a literature review and records search for special-status biological resources potentially occurring on or within the vicinity of the project site. Previously recorded occurrences of special-status plant and wildlife species and their proximity to the project site were determined through a query of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) Rarefind 5, the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California, Calflora Database, compendia of special-status species published by the CDFW, United States Fish and Wildlife Service (USFWS) species listings, and species covered within the MSHCP and associated technical documents.

The literature search identified twenty-three (23) special-status plant species, seventy-six (76) special-status wildlife species, and three (3) special-status plant communities as having potential to occur within the Perris and Steele Peak quadrangles. Special-status plant and wildlife species were evaluated for their potential to occur within the project site based on habitat requirements, availability and quality of suitable habitat, and known distributions. Special-status wildlife and plant species and their potential to occur within the project site is presented below in *Table 4.3-1: Special-Status Species Potential to Occur within the Project Site*.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

<i>Scientific Name</i> Common Name	Status	Habitat	Covered by MSHCP	Observed On-site	Potential to Occur
Wildlife Species					
<i>Accipiter cooperii</i> Cooper's hawk	Fed: None CA: WL	Generally found in forested areas up to 3,000 feet in elevation, especially near edges and rivers. Prefers hardwood stands and mature forests but can be found in urban and suburban areas where there are tall trees for nesting. Common in open areas during nesting season.	Yes	No	Moderate. Marginal foraging habitat is present on-site. This species is adapted to urban environments and occurs commonly. The project site does not provide suitable nesting opportunities.
<i>Accipiter striatus</i> sharp-shinned hawk	Fed: None CA: WL	Found in pine, fir and aspen forests. They can be found hunting in forest interior and edges from sea level to near alpine areas. Can also be found in rural, suburban and agricultural areas, where they often hunt at bird feeders. Typically found in southern California in the winter months.	Yes	No	Moderate. Marginal foraging habitat is present on-site. This species does not nest in southern California. This species is adapted to urban environments and occurs commonly.
<i>Agelaius tricolor</i> tricolored blackbird	Fed: None CA: THR, SSC	Range is limited to the coastal areas of the Pacific coast of North America, from Northern California to upper Baja California. Can be found in a wide variety of habitat including annual grasslands, wet and dry vernal pools and other seasonal wetlands, agricultural fields, cattle feedlots, and dairies. Occasionally forage in riparian scrub habitats along marsh borders. Basic habitat requirements for breeding include open accessible water, protected nesting substrate (freshwater marsh dominated by cattails, willows, and bulrushes [<i>Schoenoplectus</i> sp.]), and either flooded or thorny or spiny vegetation and suitable foraging space providing adequate insect prey.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Observed On-site	Potential to Occur
<i>Ammodramus savannarum</i> grasshopper sparrow	Fed: None CA: SSC	Occurs in grassland, upland meadow, pasture, hayfield, and old field habitats. Optimal habitat contains short- to medium-height bunch grasses interspersed with patches of bare ground, a shallow litter layer, scattered forbs, and few shrubs. May inhabit thickets, weedy lawns, vegetated landfills, fence rows, open fields, or grasslands.	Yes (e)	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Anniella stebbinsi</i> southern California legless lizard	Fed: None CA: SSC	Occurs in sparsely vegetated habitat types including coastal sand dunes, chaparral, pine-oak woodland, desert scrub, open grassland, and riparian areas. Requires sandy or loose loamy substrates conducive to burrowing.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Aquila chrysaetos</i> golden eagle	Fed: None CA: FP, WL	Occupies nearly all terrestrial habitats of the western states except densely forested areas. Favors secluded cliffs with overhanging ledges and large trees for nesting and cover. Hilly or mountainous country where takeoff and soaring are supported by updrafts is generally preferred to flat habitats. Deeply cut canyons rising to open mountain slopes and crags are ideal habitat.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Arizona elegans occidentalis</i> California glossy snake	Fed: None CA: SSC	Inhabits arid scrub, rocky washes, grasslands, and chaparral habitats.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Asio otus</i> long-eared owl	Fed: None CA: SSC	Hunts mostly at night over grasslands and other open habitats. Nesting occurs in dense trees such as oaks and willows where it occupies stick nests of other species, particularly raptors or corvids.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Observed On-site	Potential to Occur
<i>Aspidoscelis tigris stejnegeri</i> coastal whiptail	Fed: None CA: SCC	Found in a variety of ecosystems, primarily hot and dry open areas with sparse foliage - chaparral, woodland, and riparian areas.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Athene cunicularia</i> burrowing owl	Fed: None CA: SSC	Occurs in open, annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Dependent upon fossorial mammals for burrows, most notable ground squirrels.	Yes (c)	No	Moderate. Although heavily disturbed, the site provides line-of-sight opportunities favored by burrowing owls. Suitable burrows (>4 inches in diameter) are present along site boundaries. Focused surveys are recommended.
<i>Aythya americana</i> redhead	Fed: None CA: SSC	Typically found in shallow freshwater lakes, ponds, and marshes.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Bombus crotchii</i> Crotch's bumblebee	Fed: None CA: CE	Exclusive to coastal California east towards the Sierra-Cascade Crest; less common in western Nevada.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Buteo swainsoni</i> Swainson's hawk	Fed: None CA: THR	Typical habitat is open desert, grassland, or cropland containing scattered, large trees or small groves. Breeds in stands with few trees in juniper-sage flats, riparian areas, and in oak savannah in the Central Valley. Forages in adjacent grassland or suitable grain or alfalfa fields or livestock pastures.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Chaetodipus californicus femoralis</i> Dulzura pocket mouse	Fed: None CA: SSC	Occurs in desert and coastal habitats in southern California, Mexico, and northern Baja California, from sea level to at least 1,400 meters. Found in a variety of temperate habitats ranging from chaparral and grasslands to scrub forests and deserts. Requires low growing vegetation or	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Observed On-site	Potential to Occur
		rocky outcroppings, as well as sandy soils for burrowing.			
<i>Chaetodipus fallax fallax</i> northwestern San Diego pocket mouse	Fed: None CA: SSC	Occurs in desert and coastal habitats in southern California, Mexico, and northern Baja California, from sea level to at least 1,400 meters. Found in a variety of temperate habitats ranging from chaparral and grasslands to scrub forests and deserts. Requires low growing vegetation or rocky outcroppings, as well as sandy soils for burrowing.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Chaetura vauxi</i> Vaux's swift	Fed: None CA: SSC	Prefers redwood and Douglas-fir habitats with nest-sites in large hollow trees and snags, especially tall, burned-out snags. Fairly common migrant throughout most of the state in April and May, and August and September.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Charadrius montanus</i> mountain plover	Fed: None CA: SSC	Found in short grasslands, freshly-plowed fields, newly-sprouting grain fields, and sometimes in sod farms. Prefers short vegetation or bare ground with flat topography, particularly grazed areas or areas with fossorial rodents.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Circus hudsonius</i> northern harrier	Fed: None CA: SSC	Frequents meadows, grasslands, open rangelands, desert sinks, fresh and saltwater emergent wetlands; seldom found in wooded areas. Mostly found in flat, or hummocky, open areas of tall, dense grasses moist or dry shrubs, and edges for nesting, cover, and feeding.	Yes	No	Low. The project site provides suitable foraging habitat, but no suitable nesting opportunities.
<i>Coleonyx variegatus abbotti</i> San Diego banded gecko	Fed: None CA: SSC	Occurs in coastal and cismontane southern California from interior Ventura County south, although it is absent from the extreme outer coast. It is uncommon in coastal scrub and	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Observed On-site	Potential to Occur
		chaparral, most often occurring in granite or rocky outcrops in these habitats.			
<i>Crotalus ruber</i> red-diamond rattlesnake	Fed: None CA: SSC	It can be found from the desert, through dense chaparral in the foothills (it avoids the mountains above around 4,000 feet), to warm inland mesas and valleys, all the way to the cool ocean shore. It is most commonly associated with heavy brush with large rocks or boulders. Dense chaparral in the foothills, cactus or boulder associated coastal sage scrub, oak and pine woodlands, and desert slope scrub associations are known to carry populations of the northern red-diamond rattlesnake; however, chamise and red shank associations may offer better structural habitat for refuges and food resources for this species than other habitats.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Dipodomys merriami parvus</i> San Bernardino kangaroo rat	Fed: END CA: CE, SSC	Primarily found in Riversidian alluvial fan sage scrub and sandy loam soils, alluvial fans and flood plains, and along washes with nearby sage scrub. May occur at lower densities in Riversidian upland sage scrub, chaparral and grassland in uplands and tributaries in proximity to Riversidian alluvial fan sage scrub habitats. Tend to avoid rocky substrates and prefer sandy loam substrates for digging of shallow burrows.	Yes (c)	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Dipodomys stephensi</i> Stephens' kangaroo rat	Fed: END CA: THR	Occur in arid and semi-arid habitats with some grass or brush. Prefer open habitats with less than 50% protective cover. Require soft, well-drained substrate for building burrows and are typically found in areas with sandy soil.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Observed On-site	Potential to Occur
<i>Elanus leucurus</i> white-tailed kite	Fed: None CA: FP	Occurs in low elevation, open grasslands, savannah-like habitats, agricultural areas, wetlands, and oak woodlands. Uses trees with dense canopies for cover.	Yes	No	Low. The project site provides suitable foraging habitat, but no suitable nesting opportunities.
<i>Empidonax traillii</i> willow flycatcher	Fed: None CA: END	A rare to locally uncommon, summer resident in wet meadow and montane riparian habitats (2,000 to 8,000 ft) in the Sierra Nevada and Cascade Range. Most often occurs in broad, open river valleys or large mountain meadows with lush growth of shrubby willows.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Empidonax traillii extimus</i> southwestern willow flycatcher	Fed: END CA: END	Occurs in riparian woodlands in southern California. Typically requires large areas of willow thickets in broad valleys, canyon bottoms, or around ponds and lakes. These areas typically have standing or running water, or are at least moist.	Yes (a)	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Emys marmorata</i> western pond turtle	Fed: None CA: SSC	Found in ponds, lakes, rivers, streams, creeks, marshes, and irrigation ditches, with abundant vegetation, either rocky or muddy bottoms, in woodland, forest, and grassland. In streams, prefers pools to shallower areas. Logs, rocks, cattail mats, and exposed banks are required for basking. May enter brackish water and even seawater. Found at elevations from sea level to over 5,900 feet (1,800 m).	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Eremophila alpestris actia</i> California horned lark	Fed: None CA: SSC	Generally found in shortgrass prairies, grasslands, disturbed fields, or similar habitat types along the coast or in deserts. Trees and shrubs are usually scarce or absent. Generally rare in montane, coniferous, or chaparral	Yes	No	Moderate. Suitable foraging habitat is present on-site. Minimal nesting habitat.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Observed On-site	Potential to Occur
		habitats. Forms large flocks outside of the breeding season.			
<i>Eumops perotis californicus</i> western mastiff bat	Fed: None CA: SSC	Primarily a cliff-dwelling species, roost generally under exfoliating rock slabs. Roosts are generally high above the ground, usually allowing a clear vertical drop of at least 3 meters below the entrance for flight. In California, it is most frequently encountered in broad open areas. Its foraging habitat includes dry desert washes, flood plains, chaparral, oak woodland, open ponderosa pine forest, grassland, and agricultural areas.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Euphydryas Editha quino</i> Quino checkerspot butterfly	Fed: END CA: None	Range is now limited to a few populations in Riverside and San Diego counties. Common in meadows and upland sage scrub/chaparral habitat.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Falco peregrinus anatum</i> American peregrine falcon	Fed: DL CA: DL, FP	Uncommon winter resident of the inland region of southern California. Active nesting sites are known along the coast north of Santa Barbara, in the Sierra Nevada, and in other mountains of northern California. Breeds mostly in woodland, forest, and coastal habitats. Riparian areas and coastal and inland wetlands are important habitats yearlong, especially in nonbreeding seasons.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Haliaeetus leucocephalus</i> bald eagle	Fed: DL CA: END, FP	Occur primarily at or near seacoasts, rivers, swamps, and large lakes. Need ample foraging opportunities, typically near a large water source.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Observed On-site	Potential to Occur
<i>Icteria virens</i> Yellow-breasted chat	Fed: None CA: SSC	Primarily found in tall, dense, relatively wide riparian woodlands and thickets of willows, vine tangles, and dense brush with well-developed understories. Nesting areas are associated with streams, swampy ground, and the borders of small ponds. Breeding habitat must be dense to provide shade and concealment. It winters south the Central America.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Lanius ludovicianus</i> Loggerhead shrike	Fed: None CA: SSC	Often found in broken woodlands, shrublands, and other habitats. Prefers open country with scattered perches for hunting and fairly dense brush for nesting.	Yes	No	Moderate. Suitable foraging habitat is present on-site. Minimal nesting habitat.
<i>Lasiurus xanthinus</i> western yellow bat	Fed: None CA: SSC	Roosts in palm trees in foothill riparian, desert wash, and palm oasis habitats with access to water for foraging.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Lepus californicus bennettii</i> San Diego black-tailed jackrabbit	Fed: None CA: SSC	Occurs in diverse habitats, but primarily is found in arid regions supporting shortgrass habitats. Openness of open scrub habitat is preferred over dense chaparral.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Neotoma lepida intermedia</i> San Diego desert woodrat	Fed: None CA: SSC	Occurs in coastal scrub communities between San Luis Obispo and San Diego Counties. Prefers moderate to dense canopies, and especially rocky outcrops.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Nyctinomops femorosaccus</i> Pocketed free-tailed bat	Fed: None CA: SSC	Often found in pinyon-juniper woodlands, desert scrub, desert succulent shrub, desert riparian, desert wash, alkali desert scrub, Joshua tree, and palm oasis.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Onychomys torridus ramona</i>	Fed: None CA: SSC	Inhabits alkali desert scrub and other desert scrub habitats, and to a lesser extent succulent shrubs, desert washes, desert riparian, coastal	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Observed On-site	Potential to Occur
southern grasshopper mouse		scrub, mixed chaparral, and sagebrush habitats. Generally rare in valley foothill and montane riparian habitats. Prefers low to moderate shrub cover and requires friable soils.			
<i>Pelecanus erythrorhynchos</i> American white pelican	Fed: None CA: SSC	Locally common winter resident of southern California. Typically forage in shallow inland waters, such as open areas in marshes and along lake or river edges. Also occur in shallow coastal marine habitats.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Pelecanus occidentalis californicus</i> California brown pelican	Fed: DL CA: DI, FP	Coastal areas, with nesting occurring on islands. Species found occasionally along Arizona’s lakes and rivers. This species inhabits shallow inshore waters, estuaries and bays, avoiding the open sea. Its diet is comprised mostly of fish, causing great congregations in areas with abundant prey. Prey species include sardines and anchovies, but has been seen to take shrimps and carrion, and even nestling egrets. It regularly feeds by plunge-diving and is often the victim of kleptoparasites.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Perognathus longimembris brevinasus</i> Los Angeles pocket mouse	Fed: None CA: SSC	Occurs in lower elevation grasslands and coastal sage scrub communities in and around the Los Angeles Basin. Prefers open ground with fine sandy soils. May not dig extensive burrows, but instead will seek refuge under weeds and dead leaves instead.	Yes (c)	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Phrynosoma blainvillii</i> coast horned lizard	Fed: None CA: SSC	Occurs in a wide variety of vegetation types including coastal sage scrub, annual grassland, chaparral, oak woodland, riparian woodland and coniferous forest. In inland areas, this species is restricted to areas with pockets of open	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Observed On-site	Potential to Occur
		microhabitat, created by disturbance (i.e. fire, floods, roads, grazing, fire breaks). The key elements of such habitats are loose, fine soils with a high sand fraction; an abundance of native ants or other insects; and open areas with limited overstory for basking and low, but relatively dense shrubs for refuge.			
<i>Polioptila californica calidornica</i> coastal California gnatcatcher	Fed: THR CA: SSC	Obligate resident of sage scrub habitats that are dominated by California sagebrush (<i>Artemisia californica</i>). This species generally occurs below 750 feet elevation in coastal regions and below 1,500 feet inland. Ranges from the Ventura County, south to San Diego County and northern Baja California and it is less common in sage scrub with a high percentage of tall shrubs. Prefers habitat with more low-growing vegetation.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Pyrocephalus rubinus</i> vermillion flycatcher	Fed: None CA: SSC	Occupies desert riparian habitat, particularly cottonwoods, willows, mesquite, and other large desert riparian trees, in habitat adjacent to irrigated fields, irrigation ditches, pastures, and other open, mesic areas where it can forage.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Salvador hexalepis</i> coast patch-nosed snake	Fed: None CA: SSC	Found in brushy or shrubby vegetation along the coast and requires small mammal burrows for refuge and overwintering.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Setophaga petechia</i> yellow warbler	Fed: None CA: SSC	Nests over all of California except the Central Valley, the Mojave Desert region, and high altitudes and the eastern side of the Sierra Nevada. Winters along the Colorado River and in parts of Imperial and Riverside Counties. Nests in riparian areas dominated by willows,	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Observed On-site	Potential to Occur
		cottonwoods, sycamores, or alders or in mature chaparral. May also use oaks, conifers, and urban areas near stream courses.			
<i>Spea hammondi</i> western spadefoot	Fed: None CA: SSC	Prefers open areas with sandy or gravelly soils, in a variety of habitats including mixed woodlands, grasslands, coastal sage scrub, chaparral, sandy washed, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains. Rainpools which do not contain bullfrogs, fish, or crayfish are necessary for breeding.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Streptocephalus woottoni</i> Riverside fairy shrimp	Fed: END CA: None	Freshwater crustacean that is found in vernal pools in the coastal California area.	Yes (a)	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Taxidea taxus</i> American badger	Fed: None CA: SSC	Primarily occupy grasslands, parklands, farms, tallgrass and shortgrass prairies, meadows, shrub-steppe communities and other treeless areas with sandy loam soils where it can dig more easily for its prey. Occasionally found in open chaparral (with less than 50% plant cover) and riparian zones.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Vireo bellii pusillus</i> Least Bell's vireo	Fed: END CA: END	Primarily occupy Riverine riparian habitat that typically feature dense cover within 1 -2 meters of the ground and a dense, stratified canopy. Typically it is associated with southern willow scrub, cottonwood-willow forest, mule fat scrub, sycamore alluvial woodlands, coast live oak riparian forest, arroyo willow riparian forest, or mesquite in desert localities. It uses habitat which is limited to the immediate vicinity of	Yes (a)	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Observed On-site	Potential to Occur
		water courses, 2,000 feet elevation in the interior.			
<i>Xanthocephalus xanthocephalus</i> Yellow-headed blackbird	Fed: None CA: SSC	Uncommon yearlong resident of southern California throughout freshwater emergent wetlands, and moist, open areas along agricultural areas, and mudflats of lacustrine habitats. Prefers to nest in dense wetland vegetation characterized by cattails, tules, or other similar plant species along the border of lakes and ponds.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
Plant Species					
<i>Abronia villosa var. aurita</i> chaparral sand-verbena	Fed: None CA: None CNPS: 1B.1	Grows in sandy soils in coastal sage scrub and in chaparral habitats. Grows in elevation from 262 to 5,249 feet. Blooming period ranges from January to September.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Allium munzii</i> Munz's onion	Fed: END CA: THR CNPS: 1B.1	Found in chaparral, cismontane woodland, coastal scrub, pinyon and juniper woodland, valley and foothill grassland. Found at elevations ranging from 974 to 3,510 feet. Blooming period is from March to May.	Yes (b)	No	Low. Soils found onsite have the potential to provide minimal suitable.
<i>Atriplex coronate var. notatior</i> San Jacinto Valley crownscale	Fed: None Ca: None CNPS: 1B.1	Grows in alkaline conditions within playas, mesic valley and foothill grasslands, and vernal pools. Found at elevations ranging from 456 to 1,640 feet. Blooming period is from April to August.	Yes (d)	No	Low. Soils found onsite have the potential to provide minimal suitable.
<i>Atriplex parishii</i> Parish's brittle scale	Fed: None CA: None CNPS: 1B.1	Habitat types include chenopod scrub, playas, and vernal pools. Found at elevations ranging from 82 to 6,234 feet. Blooming period is from June to October.	Yes (d)	No	Low. Soils found onsite have the potential to provide minimal suitable.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Observed On-site	Potential to Occur
<i>Atriplex serenana</i> var. <i> davidsonii</i> Davidson's saltscale	Fed: None CA: None CNPS: 1B.2	Grows in alkaline soils within coastal bluff scrub and coastal scrub. Found at elevations ranging from 33 to 656 feet. Blooming period is from April to October.	Yes (d)	No	Low. Soils found onsite have the potential to provide minimal suitable.
<i>Brodiaea filifolia</i> thread-leaved brodiaea	Fed: THR CA: END CNPS: 1B.1	Grows in chaparral openings, cismontane woodland, coastal scrub, playas, valley and foothill grassland, and vernal pools, often in clay soils. Found at elevations ranging from 82 to 3,675 feet. Blooming period is from March to June.	Yes (d)	No	Low. Soils found onsite have the potential to provide minimal suitable.
<i>Caulanthus simulans</i> Payson's jewelflower	Fed: None CA: None CNPS: 4.2	Occurs on granitic sandy soils in chaparral and coastal scrub habitats. Found at elevations ranging from 295 to 7,218 feet. Blooming period is from February to June.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Centromadia pungens</i> ssp. <i> laevis</i> smooth tarplant	Fed: None CA: None CNPS: 1B.1	Found in alkaline soils within chenopod scrub, meadows and seeps, playas, riparian woodland, valley and foothill grassland habitats. Found at elevations ranging from 0 to 2,100 feet. Blooming period is from April to September.	Yes (d)	No	Low. Soils found onsite have the potential to provide minimal suitable.
<i>Chorizanthe leptotheca</i> Peninsular spineflower	Fed: None CA: None CNPS: 1B.1	Found in granitic soils within chaparral, coast scrub, and lower montane coniferous forest habitats. Found at elevations ranging from 984 to 6,234 feet. Blooming period is from May to August.	Yes (e)	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Chorizanthe parryi</i> var. <i> parryi</i> Parry's spineflower	Fed: None CA: None CNPS: 1B.1	Occurs on sandy and/or rocky soils in chaparral, coastal sage scrub, and sandy openings within alluvial washes and margins. Found at elevations ranging from 951 to 3,773 feet. Blooming period is from April to June.	Yes (e)	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Observed On-site	Potential to Occur
<i>Chorizanthe polygonoides</i> <i>var. longispina</i> long-spined spineflower	Fed: None CA: None CNPS: 1B.2	Typically found on clay lenses which are largely devoid of shrubs. Can be found on the periphery of vernal pool habitat and even on the periphery of montane meadows near vernal seeps. Found at elevations ranging from 98 to 5,020 feet. Blooming period is from April to July.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Convolvulus simulans</i> small-flowered morning-glory	Fed: None CA: None CNPS: 4.2	Grows in clay soils within serpentinite seeps, chaparral, coastal scrub, valley and foothill grassland habitats. Found at elevations ranging from 98 to 2,297 feet. Blooming period is from March to July.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Deinandra paniculata</i> paniculate tarplant	Fed: None CA: None CNPS: 4.2	Typically found in vernal mesic, sometimes sandy soils in coastal scrub, valley and foothill grasslands, and vernal pools. Found at elevations ranging from 82 to 3,084 feet. Blooming period is from April to November.	No	No	Low. Soils found onsite have the potential to provide minimal suitable.
<i>Harpagonella palmeri</i> Palmer's grapplinghook	Fed: None CA: None CNPS: 4.2	Occurs on clay soils in chaparral, coastal scrub, and valley and foothill grasslands. Found at elevations ranging from 66 to 3,133 feet. Blooming period is from March to May.	Yes	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Hordeum intercedens</i> vernal barley	Fed: None CA: None CNPS: 3.2	Found in coastal dunes, coastal scrub, vernal pools, and valley and foothill grassland habitats. Found at elevations ranging from 16 to 3,281 feet. Blooming period is from March to June.	Yes	No	Low. Soils found onsite have the potential to provide minimal suitable.
<i>Lasthenia glabrata ssp. coulteri</i> Coulter's goldfields	Fed: None CA: None CNPS: 1B.1	Prefers playas, vernal pools, and coastal salt marshes and swamps. Found at elevations ranging from 3 to 4,003 feet. Blooming period is from February to June.	Yes (d)	No	Low. Soils found onsite have the potential to provide minimal suitable.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Observed On-site	Potential to Occur
<i>Lepidium virginicum</i> var. <i>robinsonii</i> Robinson's pepper-grass	Fed: None CA: None CNPS: 4.3	Dry soils on chaparral and coastal sage scrub. Found at elevations ranging from 3 to 2,904 feet. Blooming period is from January to July.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Myosurus minimus</i> ssp. <i>apus</i> little mousetail	Fed: None CA: None CNPS: 3.1	Occurs in alkaline soils in valley and foothill grassland and vernal pools. Found at elevations ranging from 66 to 2,100 feet. Blooming period is from March to June	Yes (d)	No	Low. Soils found onsite have the potential to provide minimal suitable.
<i>Navarretia fossalis</i> spreading navarretia	Fed: THR CA: None CNPS: 1B.1	Grows in chenopod scrub, assorted shallow freshwater marshes and swamps, playas, and vernal pools. Found at elevations ranging from 98 to 2,149 feet. Blooming period is from April to June.	Yes (b)	No	Low. Soils found onsite have the potential to provide minimal suitable.
<i>Romneya coulteri</i> Coulter's matilija poppy	Fed: None CA: None CNPS: 4.2	Found in recently burned areas within chaparral and coastal scrub habitats. Found at elevations ranging from 66 to 3,937 feet. Blooming period is from March to July.	Yes (e)	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Texosporium sancti-jacobi</i> woven-spored lichen	Fed: None CA: None CNPS: 3	Found on soil, small mammal pellets, dead twigs, and on Selaginella sp. within openings in chaparral habitat. Found at elevations ranging from 951 to 2,165 feet.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Tortula californica</i> California screw moss	Fed: None CA: None CNPS: 1B.2	Found in chenopod scrub and valley and foothill grassland. Grows on sandy soil. Found at elevations ranging from 33 to 4,790 feet.	No	No	Presumed absent. No suitable habitat is present within or adjacent to the project site.
<i>Trichocoronis wrightii</i> var. <i>wrightii</i> Wright's trichocoronis	Fed: None CA: None CNPS: 2B.1	Grows in alkaline soils in meadows and seeps, marshes and swamps, riparian forest, and vernal pools. Found at elevations ranging from 16 to 1,427 feet. Blooming period is from May to September.	Yes (b)	No	Low. Soils found onsite have the potential to provide minimal suitable.
U.S. Fish and Wildlife Service (Fed) - Federal END- Federal Endangered THR- Federal Threatened					

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Observed On-site	Potential to Occur
<p>California Department of Fish and Wildlife (CA) - California END- California Endangered THR- California Threatened Candidate- Candidate for listing under the California Endangered Species Act FP- California Fully Protected SSC- Species of Special Concern</p> <p>California Native Plant Society (CNPS) California Rare Plant Rank 1B Plants Rare, Threatened, or Endangered in California and Elsewhere 2B Plants Rare, Threatened, or Endangered in California, but more common elsewhere 3 Plants about which more information is needed (Review List) 4 Plants of Limited distribution (Watch List)</p> <p>CNPS Threat Ranks 0.1 -Seriously threatened in California 0.2 -Moderately threatened in California 0.3 Not very threatened in California</p> <p>Western Riverside County MSHCP Yes- Fully covered No- Not covered Yes (a)- May require surveys under MSHCP Section 6.1.2 Yes (b)- May require surveys under MSHCP Section 6.1.3 Yes (c)- May require surveys under MSHCP Section 6.3.2 Yes (d)- May require surveys under MSHCP Section 6.3.2 Yes (e)- Conditionally covered pending the achievement of species-specific conservation measures</p>					

Special-Status Plants

According to the CNDDDB and CNPS, twenty-three (23) special-status plant species have been recorded in the Perris and Steele Peak quadrangles, see *Table 4.3-1* above. No special-status plants were observed within the project site during the field investigation. Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined the project site has a low potential to provide suitable habitat for Munz's onion (*Allium munzii*), San Jacinto Valley crownscale (*Atriplex coronate* var. *notatior*), Parish's brittlescale (*Atriplex parishii*), Davidson's saltscale (*Atriplex serenana* var. *davidsonii*), thread-leaved brodiaea (*Brodiaea filifolia*), smooth tarplant (*Centromadia pungens* ssp. *laevis*), paniculate tarplant (*Deinandra paniculate*), vernal barley (*Hordeum intercedens*), Coulter's goldfield (*Lasthenia glabrata* ssp. *coulteri*), little mousetail (*Myosurus minimus*), spreading navarretia (*Navarretia fossallii*), and Wright's trichoronis (*Trichocoronis wrightii* var. *wrightii*). All other special-status plant species are presumed absent from the project site due to the lack of native habitats and routine on-site disturbances.

Special-Status Wildlife

According to the CNDDDB, seventy-six (76) special-status wildlife species have been reported in the Perris and Steele Peak quadrangles (See *Table D-1*, in **Appendix D1**). No special-status wildlife species were observed within the project site during the field investigation. Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the project site has a moderate potential to support Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), burrowing owl (*Athene cunicularia*), California horned lark (*Eremophila alpestris actia*), and loggerhead shrike (*Lanius ludovicianus*). See *Table 4.3-1* above. Additionally, although Crotch's bumblebee (CBB) is presumed absent from the project site, current best practice is to require surveying for the CBB given the species candidate status and lack of formal survey protocol. All other species were determined to have a low potential to occur or are presumed absent from the project site.

Special-Status Plant Communities

The CNDDDB lists three (3) special-status habitats as being identified within the Perris and Steele Peak quadrangles: Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, and Southern Sycamore Alder Riparian Woodland. As verified during the field investigation, no CDFW special-status plant communities occur within the boundaries of the project site.

Critical Habitat

Under the federal Endangered Species Act, "Critical Habitat" is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. All federal agencies are required to consult with the USFWS regarding activities they authorize, fund, or permit which may affect a federally listed species or its designated Critical Habitat. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing is on federal lands, uses federal funds, or requires federal authorization or permits (e.g., funding from the Federal Highways Administration or a CWA Permit from the Corps). If there

is a federal nexus, then the federal agency that is responsible for providing the funding or permit would consult with the USFWS.

The project site is located with federally designated Critical Habitat for spreading navarretia (*Navarretia fossalis*) and thread-leaved brodiaea (*Brodiaea filifolia*).

Migratory Corridors and Linkages

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources. The project site has not been identified as occurring in a wildlife corridor or linkage.

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The project site is located within the Mead Valley Area Plan of the MSHCP within Criteria Cell 3276, an independent Criteria Cell, that contributes to the assembly of Proposed Constrained Linkage 19 along the San Jacinto River. Additionally, the project site is located within the designated survey area for burrowing owl, Narrow Endemic Plant Species, and Criteria Area Plant Species.

Jurisdictional Areas

There are three key agencies that regulate activities within inland streams, wetlands, and riparian areas in California. The Corps Regulatory Branch regulates discharge of dredge or fill materials into “waters of the United States” pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the CDFW regulates alterations to streambed and bank under Fish and Wildlife Code Sections 1600 et seq., and the Regional Board regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act.

No jurisdictional drainage and/or wetland features were observed on or within the project site during the field investigation (See **Appendix D1**). Further, no blue-line streams have been recorded on the project site. As such, development of the project will not result in impacts to Corps, Regional Board, or CDFW jurisdiction and regulatory approvals will not be required.

4.3.3 Regulatory Setting

Federal

Endangered Species Act of 1973 (USC Title 16, Sections 1531–1543)

The Federal Endangered Species Act (FESA) and subsequent amendments provide guidance for the conservation of endangered and threatened species and the ecosystems upon which they depend. In addition, the FESA defines species as threatened or endangered and provides regulatory protection for listed species. The FESA also provides a program for the conservation and recovery of threatened and endangered species as well as the conservation of designated critical habitat that the USFWS determines is required for the survival and recovery of these listed species.

Section 7 of the FESA requires federal agencies, in consultation with and assistance from the Secretary of the Interior or the Secretary of Commerce, as appropriate, to ensure that actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of threatened or endangered species or result in the destruction or adverse modification of critical habitat for these species. The USFWS and National Marine Fisheries Service share responsibilities for administering the FESA. Regulations governing interagency cooperation under Section 7 are found in California Code of Regulations Title 50, Part 402. The opinion issued at the conclusion of consultation will include a statement authorizing “take” (i.e., to harass, harm, pursue, hunt, wound, kill, etc.) that may occur incidental to an otherwise legal activity.

Section 9 lists those actions that are prohibited under the FESA. Although take of a listed species is prohibited, it is allowed when it is incidental to an otherwise legal activity. Section 9 prohibits take of listed species of fish, wildlife, and plants without special exemption. The definition of “harm” includes significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns related to breeding, feeding, or shelter. “Harass” is defined as actions that create the likelihood of injury to listed species by disrupting normal behavioral patterns related to breeding, feeding, and shelter significantly.

Section 10 provides a means whereby a nonfederal action with the potential to result in take of a listed species can be allowed under an incidental take permit. Application procedures are found at Code of Federal Regulation (CFR) Title 50, Sections 13 and 17 for species under the jurisdiction of the USFWS, and at CFR Title 50, Sections 217, 220, and 222 for species under the jurisdiction of the National Marine Fisheries Service.

FESA Section 4(a)(3) and (b)(2) requires the designation of critical habitat to the maximum extent possible and prudent based on the best available scientific data and after considering the economic impacts of any designations. Critical habitat is defined in FESA Section 3(5)(A): (1) areas within the geographic range of a species that are occupied by individuals of that species and contain the primary constituent elements (physical and biological features) essential to the conservation of the species, thus warranting special management consideration or protection; and (2) areas outside of the geographic range of a species at the time of listing but that are considered essential to the conservation of the species.

Migratory Bird Treaty Act (USC Title 16, Sections 703–711)

The Migratory Bird Treaty Act (MBTA), first enacted in 1918, domestically implements a series of treaties between the United States and Great Britain (on behalf of Canada), Mexico, Japan, and the former Soviet Union that provide for international migratory bird protection. The MBTA authorizes the Secretary of the Interior to regulate the taking of migratory birds; the act provides that it shall be unlawful, except as permitted by regulations, “to pursue, take, or kill any migratory bird, or any part, nest or egg of any such bird” (USC Title 16, Section 703). The current list of species protected by the MBTA includes several hundred species and essentially includes all native birds. Permits for take of nongame migratory birds can be issued only for specific activities, such as scientific collecting, rehabilitation, propagation, education, taxidermy, and protection of human health and safety and personal property.

Bald and Golden Eagle Protection Act of 1940 (USC Title 16, Section 668, enacted by 54 Statute 250)

The Bald and Golden Eagle Protection Act of 1940 protects bald eagles (*Haliaeetus leucocephalus*) and golden eagles (*Aquila chrysaetos*) by prohibiting the taking, possession, and commerce of these species, and establishes civil penalties for violation of this act. Take of bald and golden eagles includes to “pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb.” To disturb means to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, (1) injury to an eagle; (2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior; or (3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior (Federal Register volume 72, page 31132; 50 CFR 22.3).

Federal Clean Water Act (USC Title 33, Sections 1251–1376)

The Federal Clean Water Act (CWA) provides guidance for the restoration and maintenance of the chemical, physical, and biological integrity of the nation’s waters. Section 401 requires a project proponent for a federal license or permit that allows activities resulting in a discharge to waters of the U.S. to obtain state certification, thereby ensuring that the discharge will comply with provisions of the CWA. The Regional Water Quality Control Board (RWQCB) administers the certification program in California. Section 402 establishes a permitting system for the discharge of any pollutant (except dredged or fill material) into waters of the U.S. Section 404 establishes a permit program administered by the USACE that regulates the discharge of dredged or fill material into waters of the U.S., including wetlands. The USACE implementing regulations are found at CFR Title 33, Sections 320 and 330. Guidelines for implementation are referred to as the Section 404(b)(1) Guidelines, which were developed by the U.S. Environmental Protection Agency in conjunction with the USACE (40 CFR 230). The guidelines allow the discharge of dredged or fill material into the aquatic system only if there is no practicable alternative that would have less adverse impacts.

State

California Endangered Species Act (CFGC Section 2050 et seq.)

The California Endangered Species Act (CESA) establishes the policy of the state to conserve, protect, restore, and enhance threatened or endangered species and their habitats. The CESA mandates that state agencies should not approve projects that would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. There are no state agency consultation procedures under the CESA. For projects that would affect a listed species under both the CESA and the FESA, compliance with the FESA would satisfy the CESA if the CDFW determines that the federal incidental take authorization is “consistent” with the CESA under CFGC Section 2080.1. For projects that would result in take of a species listed under the CESA only, the project proponent would have to apply for a take permit under Section 2081(b).

Regional Water Quality Control Board

Under CWA Section 401, the RWQCB must certify that actions receiving authorization under Section 404 of the CWA also meet state water quality standards. The RWQCB also regulates waters of the state under the Porter-Cologne Act Water Quality Control Act. The RWQCB requires projects to avoid impacts to wetlands if feasible and requires that projects do not result in a net loss of wetland acreage or a net loss of wetland function and values. The RWQCB typically requires compensatory mitigation for impacts to wetlands and/or waters of the state, which may include waters deemed ‘isolated’ or not subject to Section 404 jurisdiction, under the Solid Waste Agency of Northern Cook County (SWANCC) legal decision. The thrust of the SWANCC legal decision is that isolated, non-navigable, and intrastate waters are not “waters of the United States” subject to USACE jurisdiction under the CWA. Filling, dredging, or excavation of isolated waters may constitute a discharge of waste to waters of the state and if so, then prospective dischargers are required to file a Report of Waste Discharge to obtain Waste Water Discharge Requirements as authorization for that fill or waiver thereof from the RWQCB.

Porter-Cologne Water Quality Control Act

Under the Porter-Cologne Water Quality Control Act, waters of the state fall under the jurisdiction of the appropriate RWQCB. Under the act, the RWQCB must prepare and periodically update water quality control basin plans. Each basin plan sets forth water quality standards for surface water and groundwater, as well as actions to control nonpoint and point sources of pollution to achieve and maintain these standards. Projects that affect wetlands or waters must meet waste discharge requirements of the RWQCB, which may be issued in addition to a water quality certification or waiver under CWA Section 401.

California Fish and Game Code

Sections 1600–1616. Under these sections of the California Fish and Game Code (CFGC), a project proponent is required to notify the CDFW prior to any project that would divert, obstruct, or change the natural flow, bed, channel, or bank of any river, stream, or lake. Pursuant to the code, a “stream” is defined as a body of water that flows at least periodically, or intermittently, through a bed or channel

having banks and supporting fish or other aquatic life. Based on this definition, a watercourse with surface or subsurface flows that supports or has supported riparian vegetation is a stream and is subject to CDFW jurisdiction. Altered or artificial watercourses valuable to fish and wildlife are subject to CDFW jurisdiction. The CDFW also has jurisdiction over dry washes that carry water during storm events. Preliminary notification and project review generally occur during the environmental process. When an existing fish or wildlife resource may be substantially adversely affected, the CDFW is required to propose reasonable project changes to protect the resource. These modifications are formalized in a Streambed Alteration Agreement, which becomes part of the plans, specifications, and bid documents for the project.

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

Sections 3503, 3503.5, 3513, and 3800. Under these sections of the CFGC, a project proponent is not allowed to conduct activities that would result in the taking, possessing, or destroying of any birds of prey or their nests or eggs; the taking or possessing of any migratory nongame bird as designated in the MBTA; the taking, possessing, or needlessly destroying of the nest or eggs of any bird; or the taking of any nongame bird pursuant to CFGC Section 3800.

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

Sections 4000–4003. Under Section 4000 of the CFGC, it is unlawful to conduct activities that would result in the taking, possessing, or destroying of any fur-bearing mammals, including kit foxes, without prior authorization from the CDFW.

State CEQA Guidelines, Section 15380

In addition to the protections provided by specific federal and state statutes, State CEQA Guidelines Section 15380(b) provides that a species not listed on the federal or state list of protected species nonetheless may be considered rare or endangered for purposes of CEQA if the species can be shown to meet certain specified criteria. These criteria have been modeled after the definition in the CESA and the

section of the CFGC dealing with rare or endangered plants or animals. This section was included in CEQA primarily to deal with situations in which a public agency is reviewing a project that may have a significant effort on, for example, a candidate species that has not been listed by either the USFWS or CDFW. Thus, CEQA provides an agency with the ability to protect a species from the potential impacts of a project until the respective government agencies have an opportunity to designate the species as protected, if warranted. CEQA also calls for the protection of other locally or regionally significant resources, including natural communities. Although natural communities do not at present have legal protection of any kind, CEQA calls for an assessment of whether any such resources would be affected and requires findings of significance if there would be substantial losses. Natural communities listed by the CNDDDB as sensitive are considered by the CDFW to be significant resources and fall under the State CEQA Guidelines for addressing impacts. Local planning documents such as general plans often identify these resources as well.

Native Plant Protection Act (CFGC Sections 1900–1913)

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

Local

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The Western Riverside County MSHCP serves as a comprehensive multi-jurisdictional Habitat Conservation Plan (HCP), pursuant to Section (a)(1)(B) of the Federal ESA of 1973 as well as a Natural Communities Conservation Plan (NCCP) under the State NCCP Act of 2001.

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

Through agreements with the USFWS and the CDFW, the MSHCP designates 146 special-status animal and plant species that receive some level of coverage under the plan. Of the 146 “Covered Species” designated

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

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

Each city or local jurisdiction will impose a Development Mitigation Fee for projects within their jurisdiction. With payment of the mitigation fee to the County and compliance with the survey requirements of the MSHCP where required, full mitigation in compliance with CEQA, the National Environmental Policy Act (NEPA), the CESA, and the FESA will be granted. The Development Mitigation Fee varies according to project size and project description.

Stephen’s Kangaroo Rat Habitat Conservation Plan

Separate from the consistency review against the policies of the MSHCP, Riverside County established a boundary in 1996 for protecting the Stephens’ kangaroo rat (*Dipodomys stephensi*), a federally endangered and state threatened species. The Stephens’ kangaroo rat is protected under the Stephen’s Kangaroo Rat Habitat Conservation Plan (County Ordinance No. 663.10; SKR HCP). As described in the MSHCP Implementation Agreement, a Section 10(a) Permit, and California Fish and Game Code Section 2081 Management Authorization were issued to the Riverside County Habitat Conservation Agency (RCHCA) for the Long-Term SKR HCP and was approved by the USFWS and CDFW in August 1990 (RCHCA 1996). Relevant terms of the SKR HCP have been incorporated into the MSHCP and its Implementation

Agreement. The SKR HCP will continue to be implemented as a separate HCP; however, to provide the greatest conservation for the largest number of Covered Species, the Core Reserves established by the SKR HCP are managed as part of the MSHCP Conservation Area consistent with the SKR HCP. Actions shall not be taken as part of the implementation of the SKR HCP that will significantly affect other Covered Species. Take of Stephens' kangaroo rat outside of the boundaries but within the MSHCP area is authorized under the MSHCP and the associated permits.

Perris Comprehensive General Plan 2030

The following are applicable goals, measures and policies from the City of Perris Comprehensive General Plan 2030 (Perris GP 2030) related to biological resources:

Conservation Element

Goal II: Preservation of areas with significant biotic communities.

Policy II.A: Comply with state and federal regulations to ensure protection and preservation of significant biological resources.

Measure II.A.2: Public and private projects, located in area with potential for moderate or high plant and wildlife sensitivity, require biological surveys as part of the development review process.

Measure II.A.3: Public and private projects that are also subject to federal or state approval with respect to impacts to Water of the U.S. and/or Streambeds, require evidence of completion of the applicable federal permit process prior to the issuance of a grading permit.

Goal III: Implementation of the Multi-Species Habitat Conservation Plan (MSHCP).

Policy III.A: Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.

4.3.4 Impact Thresholds and Significant Criteria

Significant Criteria

Based upon the criteria derived from Appendix G of the State CEQA Guidelines, the project would result in potentially significant impacts if it would:

- 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 CDFW or USFWS;
- 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 CDFW or USFWS; ; (***see Effects Found Not to be Significant, Section 7.0 of this Draft EIR***);

- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; (*see Effects Found Not to be Significant, Section 7.0 of this Draft EIR*);
- 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;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; (*see Effects Found Not to be Significant, Section 7.0 of this Draft EIR*); or
- Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan.

Methodology

This section addresses the potential direct and indirect impacts on biological resources that would result from implementation of the proposed project and provides an analysis of significance for each impact. For those impacts considered to be potentially significant under CEQA, mitigation measures are proposed to avoid, minimize, and/or mitigate the impacts. Biological resources evaluated included special status species, sensitive natural communities, and wildlife movement corridors. The potential for special-status species and habitats to occur on the project site is based on the results of database research, biological assessments, surveys conducted on the project site and vicinity, presence of suitable habitat, and the proximity of the project site to previously recorded occurrences in the CNDDDB, CDFW, and USFWS data that were documented in a biological resources technical report prepared for the project and incorporated in the discussions below.

4.3.5 Impacts and Mitigation Measures

Impact 4.3-1 ***Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

Level of Significance: Less than Significant with Mitigation Incorporated

The proposed project involves ground disturbance (e.g., grubbing, clearing and grading) and construction of a warehouse, access roadways, and other needed infrastructure and improvements that could result in impacts to special status plant and wildlife species during construction. Impacts to special-status species could also occur during operations and decommissioning activities on the site. Impacts may be direct (e.g., destruction of potential habitat, disturbance of species located on-site) or indirect (e.g., disturbance of habitat or species as a result of increased noise, vibration, dust, nighttime lighting, and human activity in the area). Specific potential impacts are discussed in more detail below.

Critical Habitat

The project site is located within federally designated Critical Habitat for spreading navarretia (*Navarretia fossalis*) and thread-leaved brodiaea (*Brodiaea filifolia*). See **Figure 4.3-3: Critical Habitat**. However, the proposed project is not expected to have a federal nexus (i.e., the project is not proposed on federal lands, does not use federal funds, does not require federal authorization or permits). Thus, Section 7 consultation with the USFWS would not be required for loss or adverse modification of Critical Habitat. See the discussion of special status plants below for anticipated project impacts to special-status plant species spreading navarretia (*Navarretia fossalis*) and thread-leaved brodiaea (*Brodiaea filifolia*).

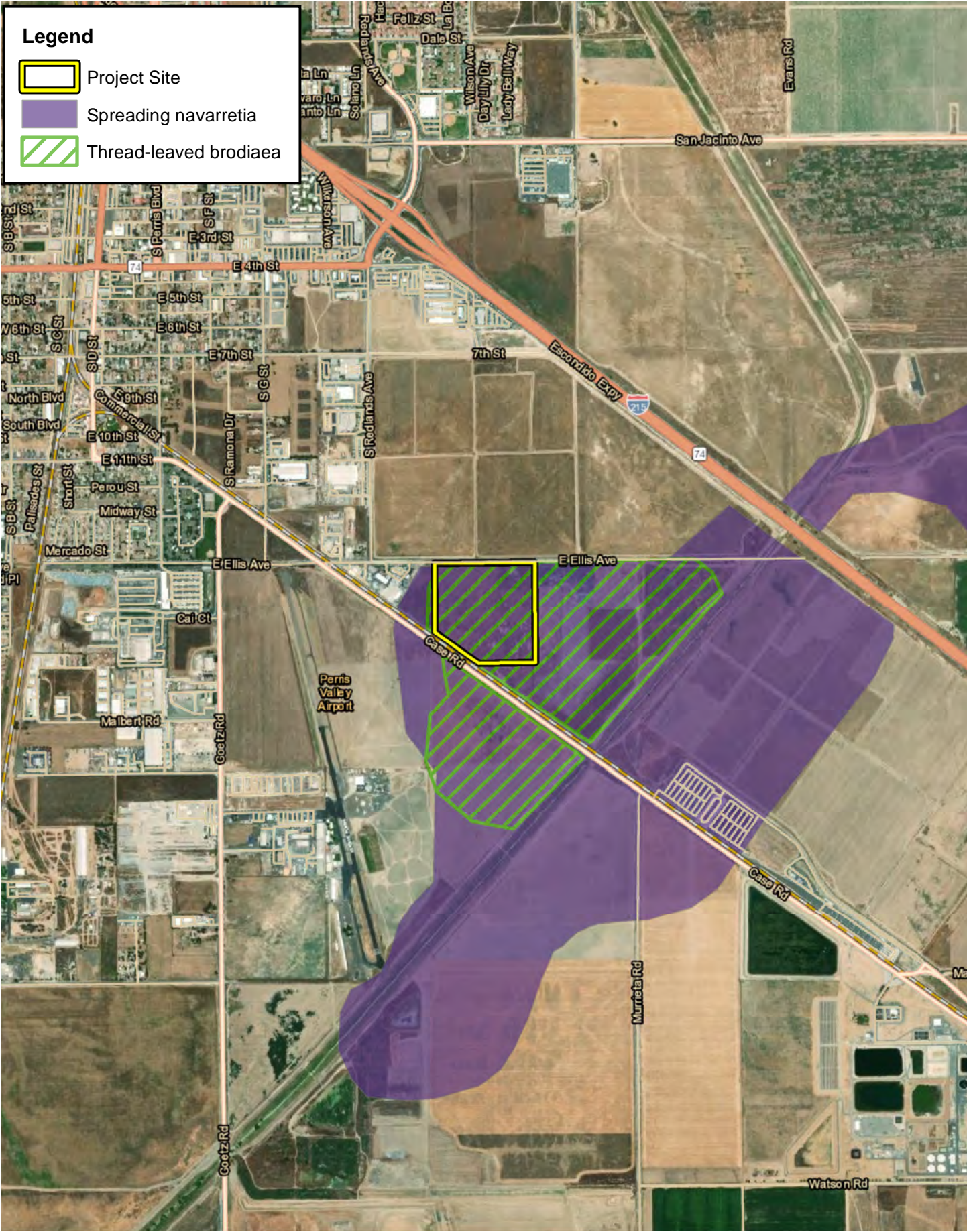
Special-Status Plants

As summarized in *Table 4.3-1* above, the following special-status species have a low potential to occur on the project site:

- Munz's onion (*Allium munzii*), San Jacinto Valley crownscale (*Atriplex coronate* var. *notatior*), Parish's brittlescale (*Atriplex parishii*), Davidson's saltscale (*Atriplex serenana* var. *davidsonii*), thread-leaved brodiaea (*Brodiaea filifolia*), smooth tarplant (*Centromadia pungens* ssp. *laevis*), paniculate tarplant (*Deinandra paniculate*), vernal barley (*Hordeum intercedens*), Coulter's goldfield (*Lasthenia glabrata* ssp. *coulteri*), little mousetail (*Myosurus minimus*), spreading navarretia (*Navarretia fossalis*), and Wright's trichoronis (*Trichocoronis wrightii* var. *wrightii*).


All other special-status plant species are presumed absent from the project site due to the lack of native habitats and routine on-site disturbances. Further, no CDFW special-status plant communities occur within the boundaries of the project site. Impacts to these species and communities would be less than significant.

As project construction would involve ground disturbing activities, the special status plants listed above as having the potential to be located within the project site, could be destroyed during construction and regrowth would be limited by the constructed building and associated improvements. This is a potentially significant impact. Surveys were conducted for the species with at least a low potential to occur on site, as identified below in *Table 4.3-2* and *Table 4.3-3*. The surveys in 2022 found no occurrences of the listed plant species. Though no surveyed plant species were observed, there is still the potential for species to occur on-site. To verify no listed plant individuals have grown on-site in the interim between surveys and the start of construction Mitigation Measure MM BIO-1 would be implemented. Mitigation Measure MM BIO-1 requires pre-construction surveys for special status plant species and subsequent action required by the CDFW and/or USFWS should any be detected on-site, impacts to special status species would be avoided and, thus, the potentially significant impact reduced to a less than significant level.



Source: ELMT Consulting, 2021

Figure 4.3-3: Critical Habitat
 Ellis Logistics Center Project
 Draft EIR

 Not to scale

Kimley»Horn

Special-Status Wildlife

As summarized in *Table 4.3-1* above, the following special-status species have a moderate potential to occur on the project site:

- Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), burrowing owl (*Athene cunicularia*), California horned lark (*Eremophila alpestris actia*), and loggerhead shrike (*Lanius ludovicianus*).

All other species were determined to have a low potential to occur or are presumed absent from the project site. Impacts to these species would be less than significant.

Although Crotch's bumblebee (CBB) is presumed absent from the project site and impacts would be less than significant, current best practice is to require surveying for the CBB given the species' candidate status and lack of formal survey protocol. See Mitigation Measure BIO-2 which requires a pre-construction survey for CBB. Impacts to CBB would remain less than significant.

As project construction would involve ground disturbing activities, construction of the warehouse and associated improvements, and on-going activity as a result of warehouse operation, any listed special-status wildlife located on-site or in the vicinity of the site during could be disturbed by increased noise, vibration, dust, nighttime lighting, and human activity. This is a potentially significant impact. With incorporation of Mitigation Measures BIO-3 and BIO-4, which require pre-construction surveys for burrowing owl (BUOW) and nesting birds and subsequent action should any be detected on-site, impacts to special status species would be avoided and, thus, reduced to a less than significant level.

Mitigation Measures

BIO-1 Focused special-status plant surveys shall be conducted for the listed special-status plant species during the spring blooming season prior to the start of project ground disturbing activities to determine if special-status plant species are present on the project site. Up to three (3) focused plant surveys shall be conducted to coincide with the flowering periods of the listed special-status plants species. The surveys shall follow protocols and guidelines that have been approved and recommended by the *USFWS 1996 Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants; California Department of Fish and Wildlife 2018 Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities; and the California Native Plant Society 2001 Botanical Survey* for the listed species. Results of the surveys shall be submitted to the City of Perris Planning Division. Should special-status plant species be detected on-site, project activities shall stop until such time that coordination with the CDFW and USFWS for plant avoidance, relocation, or take has occurred and compliance documentation (e.g., an approved avoidance or relocation plan) is submitted to the City of Perris Planning Division.

BIO-2 A pre-construction survey for Crotch's bumblebee shall be conducted prior to the start of project ground disturbing activities to determine if Crotch's bumblebee are present on the project site. The survey shall be conducted in collaboration with CDFW and USFWS staff as no formal protocol or method is in practice at the time of writing. Results of the survey shall be submitted to the City of Perris Planning Division. Should Crotch's bumblebee be detected on-site, project activities shall stop until such time that coordination with the CDFW and USFWS for bumblebee avoidance, relocation, or take has occurred and compliance documentation (e.g., an approved avoidance or relocation plan) is submitted to the City of Perris Planning Division.

BIO-3 The project proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of grading and construction activities on the Project site. The survey shall include the project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. In addition, if burrowing owls are observed during the MBTA nesting bird survey, to be conducted within three days prior to ground disturbance or vegetation clearance as required by Mitigation Measure BIO-4, the observation shall be reported to the Wildlife Agencies. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the current Burrowing Owl Survey Instructions for the Western Riverside MSHCP.

If burrowing owl are detected, the CDFW shall be sent written notification by the City within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the nests shall be avoided and the qualified biologist and project proponent shall coordinate with the City of Perris Planning Division, the USFWS, and the CDFW to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the USFWS prior to commencing project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and the MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The project proponent shall implement the Burrowing Owl Plan following CDFW and USFWS review and concurrence. A final letter report shall be prepared by the qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW prior to the start of project activities. When the qualified biologist determines that burrowing owls are no longer occupying

the project site per the criteria in the Burrowing Owl Plan, project activities may begin.

If burrowing owls occupy the project site after project activities have started, then construction activities shall be halted immediately. The project proponent shall notify the City of Perris Planning Division and the City shall notify the CDFW and the USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.

BIO-4

In order to avoid violation of the MBTA and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for the project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species (generally February 1 to September 15 although the nesting season may be extended due to weather and drought conditions).

If site-preparation activities are proposed during the nesting/breeding season, the project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the project to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone.

If active nests are not located within the 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, the biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The biologist shall monitor the nest at the onset of project activities, and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the biologist determines that such project activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City of Perris Planning Division for mitigation monitoring compliance record keeping.

Impact 4.3-2 ***Would the Project 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?***

Level of Significance: Less than Significant

The project site has not been identified as occurring in a wildlife corridor or linkage. The nearest wildlife corridor or linkage to the project site, the San Jacinto River that contributes to Proposed Constrained Linkage 19, is located approximately 1,300 feet west of the southeast corner of the project site. However, the project site is separated from the San Jacinto River by the BNSF Railroad and Case Road to the south, and the existing paintball facility to the east. These existing developments interrupt wildlife access and make it unlikely that wildlife would access the project site from the linkage.

The proposed project would be confined to existing areas that have been previously disturbed and is bordered by existing development to the east, Ellis Avenue to the north, a paintball facility to the west and the BNSF railroad and Case Road to the south. Implementation of the proposed project would not directly impact, prevent or restrict the use of the San Jacinto River or MSHCP Proposed Constrained Linkage 19 as migratory corridor or linkage. Thus, impacts would be less than significant.

Impact 4.3-3 ***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?***

Level of Significance: Less than Significant with Mitigation Incorporated

Western Riverside Multiple Species Habitat Conservation Plan (MSHCP)

The *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis* prepared for the project, included as **Appendix D2**, provides detailed information regarding project consistency with the MSCHP. The project site is located within the Mead Valley Area Plan area of the MSHCP within Criteria Cell 3276, an independent Criteria Cell, that contributes to the assembly of Proposed Constrained Linkage 19 along the San Jacinto River. Additionally, the project site is located within the designated survey area for burrowing owl, Narrow Endemic Plant Species, and Criteria Area Plant Species. The project site does not impact Public/Quasi-Public (P/QP) Lands, as there are no P/QP lands within or adjacent to the proposed project site. The balance of this threshold discussion focuses on whether the proposed project would conflict with conservation areas described by the MSHCP for Criteria Cell 3276, guidelines pertaining to the urban/wildlands interface for the MSHCP, and best management practices of the MSHCP.

Conservation Areas

Conservation within Criteria Cell 3276 will contribute to assembly of Proposed Constrained Linkage 19 that focuses on the assembly of grassland habitat associated with the San Jacinto River. Areas conserved within Criteria Cell 3276 will be connected to grassland habitat and agricultural land proposed for conservation in Cell 3277 to the east and to agricultural land proposed for conservation in Cell 3378 to

the south. Conserved areas within Criteria Cell 3276 will range from 45%-55% of the Cell, focusing on the southern portion of the Cell.

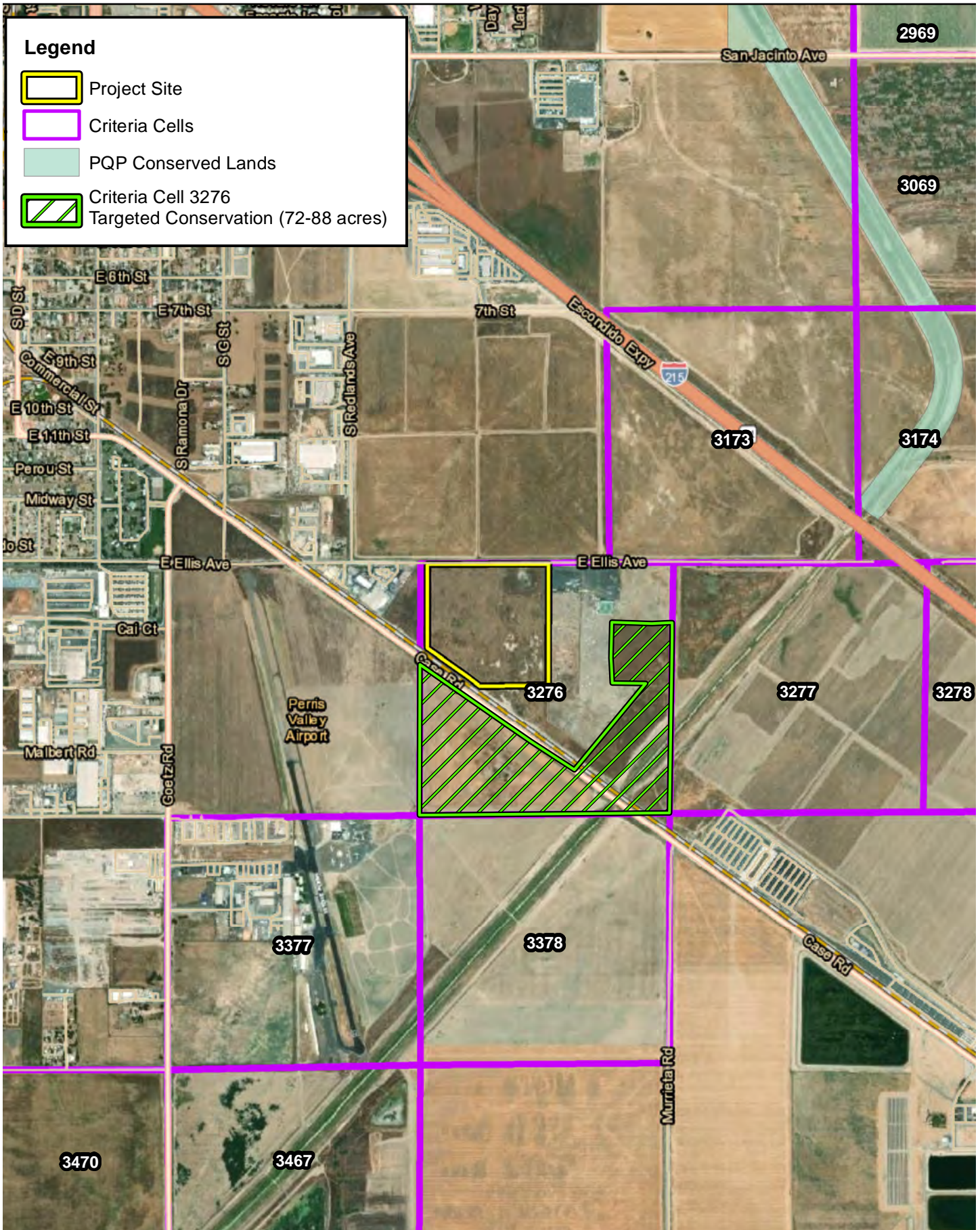
Using the mid-range area described for conservation (50%) within Criteria Cell 3276, approximately 80 acres are described for conservation within this approximately 160-acre Criteria Cell. To date, approximately 23.57 acres have been set aside in a conservation easement to the Regional Conservation Authority for the development of the adjacent paintball facility and 9.73 acres (Perris Donation) have been designated as RCA conserved lands, totaling 33.3 acres of the 80 acres for conservation.

There are approximately 80 acres of developable lands within in Criteria Cell 3276 located outside of the southern portion that are not described for conservation. To date, approximately 37 acres have been developed within Criteria Cell 3276, leaving approximately 43 acres available for development. **Figure 4.3-4: MSHCP Criteria Area** shows the potential area within Criteria Cell 3276 available for development. Based on the graphic depiction shown in **Figure 4.3-4**, the proposed project site is not located within the targeted conservation area and would not conflict with the conservation goals for Criteria Cell 3276 and the assembly of Proposed Constrained Linkage 19.

Further, a HANS analysis is required to ensure that the proposed project is not located within the portion of the Criteria Cell proposed for conservation. A HANS analysis was submitted for the proposed project on March 24, 2023. If it is determined by the Western Riverside County RCA and/or the Joint Project Review, the County, Cities, or various State and Federal Agencies that all or part of the property is needed for inclusion in the MSHCP Conservation Area, the property owner will enter into negotiations with such agencies to determine the extent of development allowed within the project site that would not significantly impact the function of the conservation area.


Habitat Evaluation and Acquisition Negotiation Strategy (Section 6.1.1 of the MSHCP)

Proposed development within a Criteria Cell is subject to review under the HANS process under Section 6.1.1 of the MSHCP. A HANS analysis is required to ensure that the proposed project is not located within the portion of the Criteria Cell proposed for conservation. A HANS analysis was submitted for the proposed project on March 24, 2023. To date, two rounds of comments have been received from Western Riverside County RCA, on September 8, 2023 and November 29, 2023. If it is determined by the Western Riverside County RCA and/or the Joint Project Review, the County, cities, or various State and federal agencies that all or part of the property is needed for inclusion in the MSHCP Conservation Area, the property owner will enter into negotiations with such agencies to determine the extent of development allowed within the project site that would not significantly impact the function of the conservation area. However, as discussed above and as shown in shown in **Figure 4.3-4**, the proposed project site is not located within the targeted conservation area. Mandatory compliance with the procedures set forth under Section 6.1.1 of the MSHCP will ensure that all impacts related to potential conflicts would be less than significant.



Source: ELMT Consulting, 2021

Figure 4.3-4: MSHCP Criteria Area
 Ellis Logistics Center Project
 Draft EIR

 Not to scale

Kimley»Horn

Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (Section 6.1.2 of the MSHCP)

No jurisdictional drainage and/or wetland features were observed within the project site during the field investigation. Further, no blueline streams have been recorded on the project site. Development of the proposed project would not result in impacts to riparian/riverine habitats and a Determination of Biologically Equivalent or Superior Preservation (DBESP) would not be required for the loss of riparian/riverine habitat from development of the proposed project. Additionally, from review of historic aerial photographs and observations during the field investigations, it can be concluded that there is no indication of vernal pools or suitable fairy shrimp habitat occurring within the proposed project site (See **Appendix D2**, *MSHCP Consistency Analysis*). The project site was also determined to not support any riparian habitats and therefore, does not have the potential to provide suitable habitat for least Bell’s vireo (LBVI, *Vireo bellii pusillus*), southwestern willow flycatcher (SWFL, *Empidonax traillii extimus*), or yellow-billed cuckoo (YBCU, *Coccyzus americanus*) and no further surveys would be required. Therefore, the project would be consistent with Section 6.1.2 of the MSHCP.

Protection of Narrow Endemic Plant Species (Section 6.1.3 of the MSHCP)

Based on the RCA MSHCP Information Map query and review of the MSHCP, it was determined that the project site is located within the designated survey area for the following Narrow Endemic Plant Species:

Munz’s onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), many-stemmed dudleya (*Dudleya multicaulis*), spreading navarretia (*Navarretia fossallis*), California Orcutt grass (*Orcuttia californica*), and Wright’s trichocoronis (*Trichocoronis wrightii* var. *wrightii*).

Ecological Sciences, Inc. conducted Narrow Endemic Plant Species focused surveys on the proposed project site on March 8, April 7, April 25, and May 10, 2022, to document plants and vegetation communities present on the site. See *Table 4.3-2: Narrow Endemic Plant Species Survey Results*, below for the survey results and refer to **Appendix D2**.

Table 4.3-2: Narrow Endemic Plant Species Survey Results

Narrow Endemic Plant Species	2022 Focused Survey Results
Munz’s onion	Was not observed
San Diego ambrosia	Was not observed
many-stemmed dudleya	Was not observed
spreading navarretia	Was not observed
California Orcutt grass	Was not observed
Wright’s trichocoronis	Was not observed

None of the Narrow Endemic Plant Species were observed onsite during the 2022 focused surveys. As a result, no impacts to Narrow Endemic Plant Species are expected to occur from site development.

Additional Survey Need and Procedures (Section 6.3.2 of the MSHCP)

Criteria Area Plant Species

Based on the RCA MSHCP Information Map query and review of the MSHCP, it was determined that the project site is located within the designated survey area for the following Criteria Area Plant Species:

San Jacinto Valley crownscale (*Atriplex coronate* var. *notatior*), Parish’s brittlescale (*Atriplex parishii*), Davidson’s saltscale (*Atriplex serenana* var. *davidsonii*), thread-leaved brodiaea (*Brodiaea filifolia*), round-leaved filaree (*California macrophylla*), smooth tarplant (*Centromadia pungens* ssp. *laevis*), Coulter’s goldfield (*Lasthenia glabrata* ssp. *coulteri*), little mousetail (*Myosurus minimus*), and mud nama (*Nama stenocarpa*).

Ecological Sciences, Inc. conducted Criteria Area Plant Species focused surveys for the proposed project on March 8, April 7, April 25, and May 10, 2022, to document plants and vegetation communities present within the site (See **Appendix D2**). Additionally, existing documentation pertinent to the distribution and habitat requirements of the Criteria Area Plant Species was reviewed and analyzed. This included a review of: (1) the California Natural Diversity Data Base (CNDDDB) for the Perris and surrounding USGS 7.5-minute quadrangle maps; (2) Final MSHCP (2003), (3) ELMT Consulting (2021), LSA (2015), Searl Biological Services (2015), and (4) other literature pertaining to habitat requirements of Criteria Area Plant Species known from the site vicinity. See *Table 4.3-3: Criteria Area Plant Species Survey Results* below for the survey results and refer to **Appendix D2** for further survey and documentation details.

Table 4.3-3: Criteria Area Plant Species Survey Results

Criteria Area Plant Species	2022 Focused Survey Results
San Jacinto Valley crownscale	Was not observed
Parish’s brittlescale	Was not observed
Davidson’s saltscale	Was not observed
Thread-leaved filaree	Was not observed
round-leaved filaree	Was not observed
smooth tarplant	Was not observed
Coulter’s goldfield	Was not observed
Little mousetail	Was not observed
Mud nama	Was not observed

None of the Criteria Area Plant Species were observed onsite during the 2022 focused surveys. As a result, no impacts to Criteria Area Plant Species are expected to occur from site development.

Amphibians

The project site is not located within an amphibian survey area. Further, the project site does not provide suitable habitat for amphibian species.

Burrowing Owl

Based on the RCA MSHCP Information Map query and review of the MSHCP, it was determined that the project site is located within the designated survey area for BUOW. Ecological Sciences, Inc. conducted

burrowing owl focused surveys for the proposed project in 2022. A systematic survey for burrows and breeding season BUOW surveys (n=4) were conducted April 6, 7, 8, and 9, 2022 due to the presence of potentially suitable habitat, refer to **Appendix D2**. Additionally, existing documentation pertinent to the distribution and habitat requirements of the BUOW was reviewed and analyzed. This included a review of: (1) the California Natural Diversity Data Base (CNDDB) for the Perris and surrounding USGS 7.5-minute quadrangle maps; (2) Final MSHCP (2003), (3) ELMT Consulting (2021), LSA (2015), Searl Biological Services (2015), and (4) other literature pertaining to habitat requirements of BUOW known from the site vicinity, see **Appendix D2**.

The focused surveys found no direct BUOW observations on-site. None of the burrows/refugia inspected during the April 2022 surveys were determined to be currently occupied or recently used by BUOW based on the lack of owl observations and absence of sign around burrow entrances. Nonetheless, the site was found to support potentially suitable BUOW nesting/foraging habitat (moderate occurrence potential). Based on this finding and the known presence of the BUOW in the site vicinity, there is the potential for the species to occur on-site.

As discussed previously, construction of the warehouse and associated improvements could affect BUOW, and on-going activity as a result of warehouse operation, any listed special status wildlife located on-site or in the vicinity of the site during could be disturbed by increased noise, vibration, dust, should they be present at the site. This is a potentially significant impact. With incorporation of Mitigation Measure BIO-3, which requires a pre-construction surveys for BUOW and subsequent action should any be detected on-site, impacts to BUOW would be avoided and, thus, reduced to a less than significant level.

Mammals

Based on the RCA MSHCP Information Map query and review of the MSHCP, it was determined that the project site is not located within any designated survey areas for mammalian species. Therefore, an analysis for suitability for covered mammalian species is not required.

Urban/Wildlands Interface

According to Section 6.1.4 the MSHCP, *Guidelines Pertaining to Urban/Wildlands Interface*, the guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area (MSHCP, p 6-42). With implementation of Mitigation Measure BIO-5 below, which requires the incorporation of the listed urban/wildlife interface guidelines into the project to ensure that indirect project related impacts, including drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development, the project would comply with the MSHCP urban/wildlands interface guidance and impacts would be less than significant with mitigation incorporated.

Best Management Practices

Similar to the urban/wildlands interface requirements of the MSHCP, applicable best management practices required by the MSHCP would be complied with through implementation of Mitigation Measure BIO-6. Thus, the proposed project would comply with applicable best management practices and impacts would be less than significant with mitigation incorporated.

Per the discussion above, the proposed project would not conflict with conservation areas described by the MSHCP for Criteria Cell 3276, guidelines pertaining to the urban/wildlands interface for the MSHCP, or best management practices of the MSHCP and impacts would be less than significant with mitigation incorporated.

Stephen's Kangaroo Rat Habitat Conservation Plan

The project site is located within the Mitigation Fee Area of the SKR HCP. Therefore, the applicant will be required to pay the SKR HCP Mitigation Fee prior to development of the project site. With payment of the applicable fee, project impacts related to compliance with the SKR HCP would be less than significant.

Mitigation Measures

BIO-5

The following MSHCP urban/wildlife interface guidelines shall be incorporated into the project and verified by the City of Perris Planning Division as part of the Development Plan Review prior to the issuance of a grading permit.

- The project's stormwater shall be directed to a stormwater basin located on the project site. The basin shall be designed in accordance with all federal, state, regional, and local standards and regulations concerning water quality.
- During the construction of the project, the project is required to stage construction operations as far away from the MSHCP Conservation Area to the maximum extent feasible.
- Project light sources shall be designed with internal baffles to direct the lighting towards the ground and the developed areas and have a zero-side angle cut off to the horizon.
- Construction activities shall be limited to daytime hours and construction equipment shall be tuned and equipped with mufflers.
- Plant species acceptable for the project's landscaping shall not be considered an invasive species pursuant to Table 6.2 of the MSHCP. If the site is sufficiently contained such that invasive plantings would not be able to spread outside of the developed project footprint, invasive plantings may be allowed on the site with written approval from the City of Perris Planning Division.
- Suitable barriers, as defined by the MSHCP, shall be placed within the boundaries of the development and outside of the confines of the open space/MSHCP Conservation Area. The proposed building shall be separated from the conservation area by fencing and landscaping along the perimeter of the project site. Additionally, the stormwater outflow will have a perimeter fence that will not restrict any flows out of the basin. The final fencing plan shall be reviewed and approved by the City of Perris Planning Division.
- Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area.

BIO-6

The following MSHCP best management practices shall be incorporated into the project and verified by the City of Perris Planning Division as part of the Development Plan Review prior to the issuance of a grading permit.

- A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.
- Water pollution and erosion control plans shall be developed and implemented in accordance with Regional Water Quality Control Board requirements.
- The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.
- Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.
- Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.
- The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.
- The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.
- Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.

- To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).
- Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.
- The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions including these BMPs.

4.3.6 Cumulative Impacts

Cumulative impacts to biological resources could occur as new development, redevelopment, and existing uses occur within the project vicinity and applicable habitat conservation plan areas. Increases in development and human activity have the potential to degrade or destroy exiting biological resources. However, similar to the proposed project, existing and future developments are subject to the requirements of the MSHCP, SKR HCP, and all applicable permits and resource agency requirements.

As discussed above, the proposed project would not result in significant impacts to biological resources with mitigation incorporated. Therefore, taken in conjunction with past, present, and reasonably foreseeable projects, the proposed project would not result in substantial impacts to biological resources. With compliance with habitat conservation plan requirements and resources agency requirements, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

4.3.7 Significant Unavoidable Impacts

No significant and unavoidable impacts would occur.

4.3.8 References

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), County of Riverside Transportation and Land Management Agency. Approved June, 2003. Accessed June 16, 2023. Available at <https://www.wrc-rca.org/document-library/>.

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4.4 CULTURAL RESOURCES

4.4.1 Introduction

This section of the EIR identifies and analyzes the environmental and regulatory settings for cultural resources, as they relate to archaeological remains, historic buildings, traditional customs, tangible artifacts, historical documents, and public records, and assesses whether development of the Ellis Logistics Center Project (project) would cause any potentially significant impacts to cultural resources. Cultural resources can also include traditional cultural properties and places, including ceremonial and gathering areas, landmarks, and ethnographic locations. Cultural resources also relate to archaeological remains, historic buildings, traditional customs, tangible artifacts, historical documents, and public records, which make a particular site or property unique or significant.

Historically, the term “cultural resources” encompassed archaeological, historical, paleontological, and tribal cultural resources, including both physical and intangible remains, or traces left by historic or prehistoric peoples. However, with the recent changes to the State CEQA Guidelines Appendix G, paleontological resources are now included in Section 4.6, *Geology and Soils*. Cultural resources are also discussed in Section 4.15, *Tribal Cultural Resources*.

This analysis is based primarily on the following cultural resources study:

- Cultural Resources Study Findings for the Ellis Logistics Center EIR Project, City of Perris, Riverside County, California, prepared by ASM Affiliates in November 17, 2023 (included as **Appendix E**).

The cultural evaluations were conducted in compliance with California Public Resources Code (PRC) § 5024.1 to identify prehistoric archaeological and historical resources at the project site and evaluate potential impacts that could result from implementation of the project. In accordance with PRC § 21082.3 and California Government Code (CGC) § 6254(r), due to the confidential nature of the location of cultural resources, this section does not include maps or location data.

4.4.2 Environmental Setting

The approximately 34.52-acre project site is located in the south-central portion of the City of Perris, just northeast of the Perris Valley Airport. The project area is shown on the USGS Perris, California 7.5-minute topographic quadrangle in Section 5, Township 5 South, Range 3 West. It is bordered to the north by Ellis Avenue and on the southwest by Case Road and the railroad; a paintball club is located to the east and commercial buildings flank it to the west. The project site itself is currently vacant.

Natural Setting

The City of Perris (City) is located in western Riverside County within Perris Valley, approximately 71 miles east-southeast of Los Angeles and 81 miles north of San Diego. It is bounded on the west by Mead Valley and Meadowbrook, on the south by Canyon Lake and Menifee, Nuevo and Lakeview to the east, and Moreno Valley to the north; Lake Perris is just to the northeast. The Perris Valley is a semi-arid alluvial

valley that lies in a northwest-southeast orientation, bounded by the San Jacinto Mountains to the northeast and the Santa Ana Mountains to the southwest. The project site is flat, but slightly sloping to the southeast, with an elevation of approximately 1415 ft. above mean sea level. The City is largely urbanized and surrounded by other developed and developing cities; the setting surrounding the Project area is developing commercial.

Prehistoric Background

Archaeological investigations in Riverside County and elsewhere in southern California have documented a diverse range of prehistoric human occupations, extending from the terminal Pleistocene down to the time of European contact (**Appendix E**). To describe and discuss this diversity, local investigators have proposed a variety of different chronologies and conceptual categories (periods, horizons, stages, phases, traditions, cultures, peoples, industries, complexes, and patterns), often with confusingly overlapping or vague terminology. The prehistory of the Project area is most frequently divided chronologically into four periods: the Paleoindian period, prior to 6000 B.C.; the Milling Stone Horizon (Middle / Late Holocene Period) from 6000 B.C. to A.D. 750 A.D.; the Late Prehistoric Period, from A.D. 750 to 1750; and the Ethnohistoric Period, after 1750.

Paleoindian (pre-6000 B.C.)

Paleoindian assemblages include large stemmed projectile points, high proportions of formal lithic tools, bifacial lithic reduction strategies, and relatively small proportions of ground stone tools. These tools suggest a reliance on hunting rather than gathering. In general, hunting-related tools are more common during this period and are replaced by processing tools during the early Holocene (**Appendix E**).

Milling Stone Horizon, Late/Middle Holocene (6000 B.C. – 750 A.D.)

The Milling Stone Horizon is characterized by the presence of hand stones, milling stones, choppers, and scrapers. These tools are thought to be associated with seed gathering and processing and limited hunting activities. The artifacts from this period show a major shift in the exploitation of natural resources. Adaptations during this period apparently emphasized gathering, in particular the harvesting of hard plant seeds, as well as small-game hunting. Distinctive characteristics from this period include extensive shell middens, near the coast, portable ground stone metates and manos, crudely flaked cobble tools, occasional large expanding-stemmed projectile points (Pinto and Elko forms) and flexed human burials. Investigators have called attention to the apparent stability and conservatism throughout this long period, as contrasted with less conservative patterns observed elsewhere in coastal southern California.

Late Prehistoric Period (A.D. 750-1750)

Like much of southern California, this period in the general Project area is characterized primarily on the basis of three major innovations: the use of small projectile points (Desert Side-notched, Cottonwood Triangular, and Dos Cabezas forms), associated with the adoption of the bow and arrow in place of the atlatl as a primary hunting tool and weapon; brownware pottery, presumably supplementing some of the continued use of basketry and other containers; and the practice of human cremation in place of

inhumation. In addition, steatite containers, asphaltum items, mortars and pestles, and bedrock mortars are also common artifacts.

Traits characterizing the Late Prehistoric period include greater reliance on acorns as an abundant but labor-expensive food resource, a greater emphasis on hunting of both large and small game (particularly deer and rabbits), a greater amount of interregional exchange (seen notably in more use of obsidian), more elaboration of nonutilitarian culture (manifested in more frequent use of shell beads, decorated pottery and rock art), and possibly denser regional populations. Settlement may have become more sedentary during this period, as compared with the preceding period.

Ethnohistoric Period (Post A.D. 1750)

The Project area is within the ethnohistoric territory of the Luiseño, although proximity to the territories typically associated with the Gabrielino to the north and west, the Cahuilla in the desert to the east, and the Juaneño to the southwest may have meant the area was occasionally shared by different groups. In ethnohistoric times Luiseño territory extended from Agua Hedionda Lagoon, Escondido, and Lake Henshaw in San Diego County northward into southern Orange and Riverside counties.

Linguistic evidence links Luiseño and Cahuilla with the Uto-Aztecan family of languages (**Appendix E**). A hierarchy of relationships within that family likely mirror a sequence of separations reflecting territorial expansions or migrations, leading the linguistic ancestors of the Luiseño and Cahuilla from a still-debated Uto-Aztecan homeland to a northern Uto-Aztecan base somewhere in western North America and ultimately south to their ethnohistoric homes. Splits within the ancestral family included the differentiation of Takic (also termed Southern California Shoshonean) (ca. 1000 B.C.), the separation of Luiseño from Cahuilla-Cupeño (ca. A.D. 1), and the separation of Cahuilla and Cupeño (ca. A.D. 1000).

While Luiseño and Cahuilla cultural patterns, as recorded subsequent to European contact, cannot necessarily be equated with Late Prehistoric patterns, at a minimum they provide indispensable clues to cultural elements that would be difficult or impossible to extract unaided from the archaeological record alone. A few important ethnohistoric accounts are available from Franciscan missionaries and others (**Appendix E**). Many accounts by ethnographers, primarily recorded during the early and middle twentieth century, are available (**Appendix E**).

The Luiseño inhabited a diverse environment that included littoral, valley, foothill, mountain, and desert resource zones. Because of the early incorporation of coastal Luiseño into the mission system, most of the available twentieth-century ethnographic information relates to inland groups that lived in the Peninsular Range and the Colorado Desert. Acorns were a key resource for inland groups, but a wide range of other mineral, plant, and animal resources were exploited (**Appendix E**). Some degree of residential mobility seems to have been practiced. The fundamental Luiseño social units above the family were patrilineal, patrilocal clans, the latter ideally coinciding with the winter-spring village communities. The Cahuilla and Cupeño also had patrilineal Coyote and Wildcat moieties, serving primarily to impose exogamous marriage and to conduct ceremonies. Hereditary leaders performed ceremonial, advisory, and diplomatic functions, rather than judicial, redistributive, or military ones. There seems to have been no

national level of political unity among the Luiseño or Cahuilla, and perhaps little sense of commonality within the language group.

Luiseño material culture was effective, but it was not highly elaborated. Structures included houses with excavated floors, ramadas, sweathouses, ceremonial enclosures, and acorn granaries. Hunting equipment included bows and arrows, curved throwing sticks, nets, and snares. Processing and storage equipment included a variety of flaked stone tools, milling implements, ceramic vessels, and baskets.

Nonutilitarian culture was not neglected. A range of community ceremonies were performed, with particular emphases placed on marking individuals' coming of age and on death and mourning. Oral literature included, in particular, an elaborate creation myth that was shared with the Takic-speaking Serrano as well as with Yuman speakers (**Appendix E**).

Historic Period

Spanish explorer Juan Rodríguez Cabrillo first discovered California in 1542, claiming it for the King of Spain. However, Spanish contact within the vicinity of the Project area did not take place until the 1770s when Father Garces traveled across the Mojave Desert and entered coastal southern California through the Cajon Pass. The Mission San Gabriel de Archangel was established in 1771 and claimed what are now the San Gabriel and San Bernardino valleys. In 1819, a mission outpost, or asistencia, was established in the area of present-day Redlands (**Appendix E**). This outpost, part of Mission San Gabriel's Rancho San Bernardino, was established in order to expand the agricultural holdings of Mission San Gabriel. The asistencia was later moved to its current location, where construction was begun in 1830; it was abandoned soon after in 1834 (**Appendix E**).

The Mexican War of Independence ended in 1821, severing the Spanish hold on the Californias and secularizing former mission lands. A series of ranchos was granted throughout the County of Riverside and much of the land was used for ranching activities. Although some land had been granted to Native Americans, most of the land went to military men or merchants. Granting large ranch lands or ranchos remained as both a Spanish and a Mexican legacy in California. Land granted to Mexicans between 1833 and 1846 amounted to 500 ranchos primarily granted near the coast from San Francisco to San Diego. Hand-drawn maps or diseños indicated the often-vague boundaries of the grants where dons and doñas constructed adobe houses on their vast lands, cultivating the land, and grazing cattle, often with the aid of vaqueros. Mexican Governor Pío Pico granted a great number of those ranchos prior to 1846, quickly carving up Alta California to ensure Mexican land titles survived a U.S. victory in the Mexican-American War (1846-1848) (**Appendix E**).

Brief History of Perris

This summary of the history of Perris is adapted in large part from the history provided on the City's website (City of Perris n.d.). Before the 1880s, the Perris Valley was known as the San Jacinto Plains after the river that crosses it. When Spanish and Mexican miners found gold deposits in the surrounding hills, things changed. Sheep roamed the valley, but, as the mines expanded to include tin, coal and even clay,

more people discovered that Perris Valley had much to offer: moderate climate, rich soil, and plenty of flat land.

In 1881, the California Southern Railroad (CSRR) decided to lay their tracks through the valley thereby terminating the transcontinental route of the Santa Fe Railway (SFRR) at San Diego. Mr. Fredrick Thomas Perris was put in personal charge of all surveying and construction of the route. With the completion of the railroad in 1882, settlers began flocking to the valley, staking out homesteads and buying railroad land at Pinacate. At one point, Pinacate was reported to have a population of 400 people.

In 1885, people in the central and northern parts of the valley discussed the desirability of a more conveniently located town. Land for the project was purchased from the Southern Pacific Railroad (SPRR) and Fred T. Perris, CSRR's new Chief Engineer, returned to the valley to study the citizens' proposal. The citizens offered to erect a depot, dig a well, and donate a number of lots to the railroad in exchange for establishing a station at the new town.

Notably, Fred T. Perris never actually lived within Perris municipal limits; however, he is credited with surveying or supervising the surveying of much of the Perris Valley where the railroad eventually became reality. A restored surveying wagon used by Perris or one of his crews is on display in the historic Depot Building on 4th Street.

The town site of Perris was officially named a station on the Transcontinental Route of the Sante Fe on April 1, 1886, and by 1887, six passenger trains and two freight trains stopped at Perris daily. This rapid growth proved short-lived when heavy storms repeatedly washed out the tracks in the Temecula Gorge in the early 1890s, causing the railroad to abandon service to San Diego by way of Perris. But while the railroad may have provided the location on which Perris was to build, it was the need for a water system that prompted the impetus for local government.

In early 1911, residents of the then unincorporated community of Perris submitted a petition to Riverside County supervisors seeking incorporation. On April 18, 1911, the community voted on the petition; 101 votes were cast, a majority for cityhood. On May 26, 1911, Perris officially incorporated as a city in 1911. The best guess of the City's population at incorporation is about 300. By 1920, when the next U.S. Census took place, the City had grown to 499 residents. While the railroad had played an important part in establishing the new town, the people now turned to agriculture for their future development.

Three years later, a Nov. 12, 1914, headline in the Perris Progress spoke of "Land in plenty for more than 1,000 settlers," calling "Perris Valley a Prosperous Ranching Community with Many Special Inducements for Colonists." The newspaper explained further: "The special inducement for colonizing in Perris Valley is that it will appeal to a man with \$2,000 to \$3,000 to invest. With that amount of money, any man of average intelligence can take his family into this valley merely by imitating the world of the prosperous farmers already located there, build for himself a comfortable home, establish a lucrative business with a permanent, substantial income and do it without breaking his neck."

An article in the “New Era” magazine noted that Perris was “the acme of perfection is found, whether it be in the red orange soil of the foothills, the rich vegetable mold in the watered canyons, the gravelly loam of the uplands...or the mild adobe soil of the lowlands.” Yields of crops like barley, wheat, rye, alfalfa, oats, and a variety of fruits were abundant. “The orange here attains its most perfect state,” New Era wrote. “The peach, apricot and prune attain their highest excellence in a region like Perris valley where the climate and soil are exactly suited to their culture, and this is the home of the luscious nectarine.”

Business owners, merchants, entrepreneurs, and homesteaders were drawn to the fledgling community. Some of their names, like Mapes, Bernasconi, McCanna, Hook, and Motte, are reminders of the City’s century-old past and remain in City archives and on street corners.

Because of limited groundwater, dry grain farming was the main crop before water was brought to the valley by the Eastern Municipal Water district in the early 1950s. Alfalfa, the King potato (which would produce two crops a year), and later sugar beets became the mainstay of farming the Perris Valley. The annual Rods, Rails and Potato festival in June celebrates the region’s agricultural past.

With the construction of Lake Perris in the late 1960s and early 1970s, Perris once again became attractive, this time as a recreational area. In addition to the lake’s activities, Perris’ hot air ballooning, Orange Empire Railway Museum, and skydiving activities attract international recognition.

Existing Setting

The following discussion summarizes project-specific information presented in the Cultural Resources Study prepared for the project based on the research and field surveys conducted.

Archival Research

EIC Records Search

The EIC records search was conducted to determine whether the project area has been previously subject to survey as well as whether any cultural resources had been previously documented within the project area. The search included all records and documents on file with the EIC, as well as the National Register of Historic Places, the Office of Historic Preservation (OHP) Historic Property Directory, and the OHP Archaeological Determinations of Eligibility list. A total of 33 previous surveys were identified as a result of the records search (See Table 1 in **Appendix E**), none of which encompass the current project area.

The search also revealed that 28 resources have been previously documented within the 1-mile records search radius (see Table 2 in **Appendix E**). One of these resources, 33-000805, a sparse lithic scatter, was documented in 1974 adjacent to or slightly within the southeastern corner of the project site. Of the remaining 27 resources, eight are prehistoric, with the remaining 19 historic. Prehistoric resources are dominated by lithic scatters, while historic resources include the railroad, various structures/residences, refuse scatters, and abandoned foundations or landscaping.

Historical Research

According to Riverside County Assessor records, the project site has been vacant agricultural land since 1892 when the property was first assessed. The Property Ownership Record books for the years 1948-1963 are currently unavailable, but *Table 4.4-1: Property Owners for APN: 330-090-006 and APN: 330-090-007* outlines owners for both parcels from 1892-1948. The larger parcel (330-090-006) has had many owners and was associated with an additional 160-acre parcel since 1899. The smaller parcel (330-090-007) has had fewer owners.

Table 4.4-1: Property Owners for APN: 330-090-006 and APN: 330-090-007

Date	Owner
APN: 330-090-006	
1892-1895	Marie M. Seaton
1895-1899	Lew and M.L. Seaton
1900-1907	O.J.M. Favorite
1907-1910	A.T. and Gertrude A. Crane
1910-1911	L.H. and V.C. Van Hoorebeke
1911-1912	W.W. Bartlett
1912-1914	Riverside Title and Trust Company
1914	S.S. Hobson et al
1914-1916	K.H. Dorsey and C.D. Wright
1916	W.W. Stewart
1916-1925	F.V. Gordon
1925	L.W. Neiswender
1925-1929	Albert H. Birch
1929	Ada M. Hatch
1930-1933	Louise A. Vernon and H.A. Hays
1933-1937	F.V. and Mary L. Gordon
1937-1940	First Security Bank Los Angeles
1940-1943	M.D. Tatum et al
APN: 330-090-007	
1892-1895	J.M. Taylor
1895-1898	Anna W. Hay
1898	P.T. Evans
1898-1922	Archie Sharp
1992	Hellman Community Trust Bank
1923-1943	Gilbert Hoxie

Source: See **Appendix E** for further information on past property owners.

Historic topographic maps from 1954, 1961, 1963, 1965, 1969, 1975, 1980, 2012, 2015, and 2018 were analyzed on historicaerials.com, as were historic aerials dated 1966, 1967, 1978, 1985, 1997, 2002, 2005, 2009, 2010, 2012, 2014, 2016, 2018, and 2020. The Phase I ESA conducted for the project site was also consulted and is included as **Appendix H1**.

Aerial images dated from 1938 through the 1950s show that the project site was vacant, undeveloped land. It may have been used for agriculture as possible hay bales were noted in the 1938 aerial photograph. The earliest topographic map dating from 1954 shows Ellis Avenue and the railroad in their current locations, with no other development evident nearby. A building appears on the parcel to the

west of the project area in 1969 with another small building appearing in 1975. Similarly, the parcel appears as vacant land from the 1966 aerial to present. The building that appears to the west of the Project parcel on the 1969 topographic quadrangle is visible on the 1966 aerial and the parcel to the north across Ellis Avenue appears to be cleared and possibly cultivated. The 1997 aerial shows additional development on the parcel to the west, while the project parcel appears to have been cleared and possibly graded. There were no significant changes in the area until the paintball facility appears on the 2016 aerial.

No development of any kind appears on the project parcel at any point and nothing exists in the historical record that would attribute any historical significance to the parcel.

NAHC Sacred Lands File Search

The Cultural Resources Study prepared by ASM requested a search of the Sacred Lands File (SLF) held by the California Native American Heritage Commission (NAHC) on July 12, 2022, the results of which were received on August 24, 2022. This search was undertaken to supplement the EIC records search to inquire as to whether resources important to local Native American groups may exist within the proposed project area that may not appear within the CHRIS system. The NAHC response was positive and suggested that the archaeologist should contact the Pechanga Band of Indians for more information. A list of 25 tribal contacts who may have interest in the project area was also provided with the NAHC response. Query letters were sent to each of the contacts. Responses have been received from the Augustine Band of Cahuilla Indians (no comment on project), the Agua Caliente Band of Cahuilla Indians (requesting cultural report and monitoring during ground disturbance), and the Rincon Band of Luiseño Indians (requesting cultural report). The NAHC response, sample query letter, and any responses received to date are provided in **Appendix E**.

4.4.3 Regulatory Setting

Federal

National Historic Preservation Act

The National Historic Preservation Act (NHPA) was passed in 1966 and is codified in Title 16, Section 470 et seq. of the U.S. Code (USC). The goal of the Act is to ensure federal agencies act as responsible stewards of our nation's resources when their actions affect historic properties. Among the regulations of the NHPA, Section 106 requires federal agencies to consider the effects of their undertakings on historic properties and afford the Advisory Council on Historic Properties (ACHP) a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is outlined in regulations issued by ACHP. See Title 36 Code of Federal Regulations (CFR) Part 800, "Protection of Historic Properties."

Section 106 applies when two thresholds are met: 1) there is a federal or federally licensed action, including grants, licenses and permits, and 2) that action has the potential to affect properties listed in or eligible for listing in the NRHP. Section 106 requires each federal agency to identify and assess the effects of its actions on historic resources. The responsible federal agency must consult with appropriate state and local officials, Indian Tribes, applicants for federal assistance and members of the public, and consider their views and concerns about historic preservation issues when making final project decisions. The

agency should also plan to involve the public and identify any other potential consulting parties. If the agency determines that it has no undertaking or that its undertaking is a type of activity that has no potential to affect historic properties, the agency has no further Section 106 obligations.

Pursuant to Section 106, impacts to a cultural site or artifact must be declared “significant,” “potentially significant” or “not significant.” Under NHPA regulations, impacts to “significant” archaeological sites must be mitigated for, while “not significant” archaeological remains need not. A “potentially significant” determination is utilized when there is not enough information to make a conclusive ruling. NHPA mitigation would not be necessary for archaeological sites avoided during development.

National Register of Historic Places

Developed in 1981 pursuant to Title 36 CFR Section 60, the NRHP provides an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment. It should be noted that the listing of a private property on the NRHP does not prohibit any actions which may otherwise be taken by the property owner with respect to the property. The listing of sites in California to the NRHP is initiated through an application submitted to the State OHP. Applications deemed suitable for potential consideration are handled by the State Historic Preservation Officer (SHPO). All NRHP listings for sites in California are also automatically added to the CRHR by the State of California. The listing of a site on the NRHP does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA (and NEPA [National Environmental Protection Act]) review to be satisfied prior to the approval of any discretionary action occurring that might adversely affect the resource.

National Historic Landmarks Program

The National Historic Landmarks (NHL) Program, developed in 1982 and as authorized by the Historic Site Act, identifies and designates NHLs to “encourage the long-range preservation of nationally significant properties that illustrate or commemorate the history and prehistory of the U.S.” The program is administered by the Department of the Interior pursuant to 36 CFR Section 65.5. Unlike any of the other state or federal registries, sites listed on the NHL are explicitly preserved and protected from harm under federal law.

Antiquities Act of 1906

The only federal law protecting fossil resources on public lands is the Antiquities Act of 1906 (16 USC 431 433). Enacted when Theodore Roosevelt was president, the Antiquities Act was designed to protect nonrenewable fossil and cultural resources from indiscriminate collecting. NEPA (42 USC 4321) directs Federal agencies to use all practicable means to “preserve important historic, cultural, and natural aspects of our national heritage.”

Actions by the U.S. Army Corps of Engineers

Appendix C of Title 33 CFR Section 325 establishes procedures to be followed by the U.S. Army Corps of Engineers (USACE) to fulfill the requirements of the NHPA, as well as other applicable historic preservation laws and Presidential directives related to historic resources potentially affected by USACE actions (including issuance of permits pursuant to the federal Clean Water Act [CWA]). It specifies that when a project's authorization requires a federal action (for example, issuance of permit pursuant to Section 404 of the CWA), the project must comply with the requirements of Section 106 of the NHPA.

State

California Register of Historical Resources

The State's OHP manages and oversees the CRHR, which is intended to serve as "an authoritative guide to the state's significant historical and archaeological resources." As outlined in PRC § 5020 et seq., resources listed must meet one of four "significance criteria" related to events, people, construction/artistic value, or information. Sites must also retain sufficient integrity to convey their significance. The CRHR includes a number of type resources, including: all properties listed in or determined formally eligible for listing in the NRHP; all California Historical Landmarks from #770 onward; specific California Historical Landmarks issued prior to #770 and certain California Points of Historical Interest, as deemed appropriate for listing by the California Historic Resources Commission; and any properties nominated per OHP regulations. California Historical Landmarks are intended to recognize resources of statewide significance. Points of Historical Interest recognize resources of local or countywide significance. Lastly, as mentioned above, all NRHP listings within California are automatically added to the CRHR. The listing of a site on a California State register does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA review to be satisfied prior to any discretionary action occurring that might adversely affect the resource.

California Code of Regulations

CCR Title 14 § 1427 recognizes that "California's archaeological resources are endangered by urban development and population growth and by natural forces." Accordingly, the State Legislature finds that "these resources need to be preserved in order to illuminate and increase public knowledge concerning the historic and prehistoric past of California." Lastly, it states that any person "not the owner thereof, who willfully injures, disfigures, defaces or destroys any object or thing of archaeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor." The code also specifies that it is a misdemeanor to "alter any archaeological evidence found in any cave or to remove any materials from a cave."

California Health and Safety Code (Sections 7050.5, 7051, and 7054)

Sections 7050.5, 7051, and 7054 of the California Health and Safety Code (HSC) collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the PRC), as well as the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be

implemented if Native American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures.

California Environmental Quality Act

The project is subject to compliance with CEQA. Compliance with CEQA statutes and guidelines requires both public and private projects with financing or approval from a public agency to assess the project's impact on cultural resources (PRC §§ 21082, 21083.2 and 21084 and CCR § 10564.5). The first step in the process is to identify cultural resources that may be impacted by the project and then determine whether the resources are "historically significant" resources.

CEQA defines historically significant resources as "resources listed or eligible for listing in the California Register of Historical Resources" (PRC § 5024.1). A cultural resource may be considered historically significant if the resource is 45 years old or older, possesses integrity of location, design, setting, materials, workmanship, feeling, and association, and meets any of the following criteria for listing on the CRHR:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,
4. Has yielded, or may be likely to yield, information important in prehistory or history (PRC § 5024.1).

Cultural resources are buildings, sites, humanly modified landscapes, traditional cultural properties, structures, or objects that may have historical, architectural, cultural, or scientific importance. CEQA states that if a project will have a significant impact on important cultural resources, deemed "historically significant," then project alternatives and mitigation measures must be considered.

Local

City of Perris General Plan

The City of Perris' General Plan is a 30-year guide for local government decision on growth, capital investment, and physical development in the City. It guides future development plans and gives direction on how to make the future happen. The City General Plan contains the following goal and policies that address cultural resources:

Conservation Element

Goal IV: Protection of historical, archaeological and paleontological sites.

Policy IV.A: Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.

Policy IV.A.1: For all private and public projects involving new construction, substantial grading, or demolition, including infrastructure and other public service facilities, staff shall require appropriate surveys and necessary site investigations in conjunction with the earliest environmental document prepared for a project.

Policy IV.A.2: For all projects subject to CEQA, applicants will be required to submit results of an archaeological records search request through the Eastern Information Center, at the University of California, Riverside.

Policy IV.A.3: Require Phase I Surveys for all projects located in areas that have not previously been surveyed for archaeological or historic resources, or which lie near areas where archaeological and/or historic sites have been recorded.

Policy IV.A.5: Identify and collect previous surveys of cultural resources. Evaluate such resource and consider preparation of a comprehensive citywide inventory of cultural resources including both prehistoric sites and man-made resources.

Policy IV.A.6: Create an archive for the City wherein all surveys, collections, records and reports can be centrally located.

Policy IV.A.7: Strengthen efforts and coordinate the management of cultural resources with other agencies and private organizations.

4.4.4 Impact Thresholds and Significant Criteria

Significant Criteria

Based upon the criteria derived from Appendix G of the State CEQA Guidelines, the project would result in potentially significant impacts if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5
- Disturb any human remains, including those interred outside of dedicated cemeteries.

All of the above impact thresholds are addressed in the project impacts section below. Impacts to tribal cultural resources have been addressed in Section 4.16, *Tribal Cultural Resources*, of this EIR.

Methodology

The project is evaluated against the aforementioned significance criteria/thresholds as the basis for determining the impact's level of significance concerning cultural resources. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impacts. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the potentially significant environmental impacts.

This analysis of impacts on cultural resources examines the project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the project site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

ASM began the cultural resources study by requesting a records search from the EIC on July 8, 2022, the results of which were received on August 10, 2022. A search of the Sacred Lands File (SLF) held by the NAHC was requested on July 12, 2022; the response from the NAHC was received on August 24, 2022. Letters of inquiry were sent to each of the potentially interested or affiliated tribal entities provided in the NAHC response on September 8, 2022. ASM also consulted historic maps and aerial photos to further understand the development of the area over time.

The intensive-level archaeological field survey was conducted by ASM, on October 10, 2022, to determine the presence of any previously undocumented cultural resources. All accessible portions of the parcel were walked in transects spaced approximately 15 m apart and oriented primarily north/south.

4.4.5 Impacts and Mitigation Measures

Impact 4.4-1 ***Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?***

Level of Significance: Less than Significant with Mitigation Incorporated

The project area has been modified over time and appears to have been recently graded and mowed. The archival and records search for known cultural resources revealed 33 previous cultural resource surveys conducted within 1 mile of the proposed project site. None of the previous cultural resource surveys encompasses the current proposed project site. The search also revealed that 28 resources have been previously documented within the 1-mile records search radius (see Table 2 in **Appendix E**). One of these resources, 33-000805, a sparse lithic scatter, was documented in 1974 adjacent to or slightly within the southeastern corner of the project site. Pedestrian survey of the entire parcel was undertaken by two archaeologists with a 15-meter transect interval. Vegetation was dense in places but low throughout due to the apparent mowing for weed abatement. The entire project area was carefully inspected for any sign of the presence of any cultural materials, with particular attention paid to the southeast corner where 33-000805 had been documented. No previously undocumented resources were encountered during the

intensive pedestrian archaeological survey. As identified above in Section 4.4.2 Environmental Setting, County Assessor Records, historic topographic maps, and aerial maps were analyzed and no development of any kind appeared on the project parcel at any point and nothing exists in the historical records. Therefore, it can be assumed there are no resources with historical significance located on the project site. A search of the Sacred Lands File (SLF) held by the NAHC was requested on July 12, 2022, the results of which were received on August 24, 2022. This search was undertaken to supplement the EIC records search to inquire as to whether resources important to local Native American groups may exist within the proposed project area that may not appear within the CHRIS system. The NAHC response was positive and suggested that the Pechanga Band of Indians be contacted for more information. A letter was sent to the Pechanga Band of Indians notifying them of the project on September 8, 2022 (**Appendix E**). AB 52 Tribal Consultation letters were sent out on January 12, 2023 seven (7) California Native American tribal contacts. On January 27, 2023, the Pechanga Band of Indians requested a formal tribal consultation. Consultation between the City of Perris and Pechanga Band of Indians took place on November 30th, 2023. No further comment was provided by Pechanga Band of Indians and the City determined consultation was concluded on December 15th, 2023 pursuant to CA Public Resources Code Section 21080.3.2(b). See Section 4.14, *Tribal Cultural Resources*, for further discussion of potential impacts to tribal cultural resources and AB52/SB18 consultation.

Based on the records search results, field survey, and NAHC Sacred Lands File, the project site has a low sensitivity for prehistoric/Native American cultural resources. The majority of resources are expected to be isolated artifacts rather than archaeological sites. Nonetheless, the project could impact previously unknown and buried archaeological deposits that have the potential to qualify as historical resources. Buried archaeological sites may be encountered during project-related excavation. In the event that unknown archaeological resources that qualify as historical resources are discovered during project construction, significant impacts could occur. Mitigation Measure CUL-1 would protect unanticipated cultural resources if they were found during site development. Implementation of this measure would reduce impacts to unknown resources to a less than significant level.

Mitigation Measures:

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

The archaeologist shall be responsible for monitoring ground-disturbing activities, including initial vegetation removal, 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 shall commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist.

If any 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, the Soboba Band of Luiseño Indians, the Pechanga Band of Luiseño Indians, the Augustine Band of Cahuilla Indians, the Agua Caliente Band of Cahuilla Indians, and the Rincon Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Pechanga Band of Luiseño Indians, the Augustine Band of Cahuilla Indians, the Agua Caliente Band of Cahuilla Indians, or the Rincon 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 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 tribe. If the find is determined to be of sacred or religious value, the tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.

In the event that human remains are discovered at the project site or within the off-site project improvement areas, Mitigation Measure CUL-2 shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.

Native American artifacts that are relocated/reburied at the project site shall be subject to a fully executed relocation/reburial agreement with the assisting tribe(s). This shall include, but not be limited to, an agreement that artifacts shall 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 cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study. The project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

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 tribal representative(s), 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 tribe(s) involved with the project.

Impact 4.4-2 *Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Level of Significance: Less than Significant with Mitigation Incorporated

As discussed in Impact 4.4-1, there are no known cultural resources on site. However, there is the potential for the project to impact unknown, subsurface archaeological resources. The project's cultural resource report has identified the project site as having a low potential for archaeological sensitivity but if a resource is discovered it would have a high potential to be a "unique" archaeological resource under PRC §21083.2, (**Appendix E**). Therefore, there is the potential for buried archaeological resources to be encountered during project-related excavation. In the event that unknown archaeological resources are discovered during project construction, significant impacts could occur. However, with implementation of Mitigation Measure CUL-1, which requires archaeological monitoring and appropriate treatment of unearthed archaeological resources during construction, potential impacts would be reduced to a less than significant level.

Impact 4.4-3 ***Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?***

Level of Significance: Less than Significant with Mitigation Incorporated

There is no indication, either from the archival research results or the pedestrian foot survey, that any particular location within the study area has been used for human burial purposes in the recent or distant past. However, in the event that human remains are inadvertently discovered during project construction activities, the human remains could be damaged or disturbed, which would be a significant impact. Implementation of Mitigation Measure CUL-2 would ensure that any human remains encountered during project implementation are properly treated, thus reducing impacts to a less-than-significant level.

Mitigation Measures:

CUL-2 In the event that human remains (or remains that may be human) are discovered at the project site or within the off-site project improvement areas during ground-disturbing activities, the construction contractors, project archaeologist, and/or designated 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). 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 mediation with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)).

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings shall be filed with the Eastern Information Center (EIC).

4.4.6 Cumulative Impacts

The geographic area of analysis of cumulative impacts for cultural resources includes the surrounding areas within the local vicinity. This geographic scope of analysis is appropriate because the archaeological and historical resources within this area are expected to be similar to those that occur on the project site because of their proximity, and because the similar environments, landforms, and hydrology would result

in similar land-use—and thus, site types. Similar geology within this vicinity would likely yield fossils of similar sensitivity and quantity. This is a large enough area to encompass any effects of the project on cultural resources that may combine with similar effects caused by other past, current, and reasonably foreseeable future projects, and provides a reasonable context wherein cumulative actions could affect cultural resources. Multiple projects, including other light industrial uses, are proposed in the vicinity of the project site. Cumulative impacts to cultural resources could occur if other related projects, in conjunction with the project, had or would have impacts on cultural resources that, when considered together, would be significant.

As discussed above, development of the project, in combination with other projects in the area, has the potential to contribute to a cumulatively significant cultural resources impact due to the potential loss of historical and archaeological resources unique to the region. However, mitigation measures are included in this EIR to reduce potentially significant impacts to unknown cultural resources that could be encountered during construction of the project. Mitigation Measure CUL-1 would reduce the project's incremental potential impacts to historical and archaeological resources to a less-than-significant level and ensure that project impacts to cultural resources are not cumulatively considerable.

Lastly, project construction has the potential to disturb human remains, as do other projects in the cumulative study area. Implementation of Mitigation Measure CUL-2 would ensure that appropriate laws and protocols, as well as appropriate best practices relating to Tribal Cultural Resources, are followed with regard to identifying and handling remains and would also ensure that cumulative impacts arising from project disturbance are not significant.

With implementation of Mitigation Measures CUL-1 and CUL-2, the project would not result in significant impacts to cultural resources. Given this minimal impact, as well as similar mitigation requirements for other projects in the City of Perris, the project's incremental effect is not cumulatively considerable when viewed in connection with the effects of other closely related past projects, the effects of other current projects, and the effects of probable future projects. Thus, cumulative impacts to cultural resources would be less than significant.

4.4.7 Significant Unavoidable Impacts

No significant and unavoidable impacts would occur.

4.4.8 References

ASM Affiliates (ASM), 2023, *Cultural Resources Study Findings for Ellis Logistics Center EIR Project, City of Perris, Riverside County, California*, Included in **Appendix E** of this EIR

California Natural Resources Agency, 2023, 2023 California Environmental Quality Act (CEQA) Statutes and Guidelines. Association of Environmental Professionals.

City of Perris, 2005, *City of Perris General Plan, Conservation Element*, Available at <https://www.cityofperris.org/home/showpublisheddocument/449/637203139693370000>

4.5 ENERGY

4.5.1 Introduction

This section of the Draft Environmental Impact Report (EIR) evaluates potential impacts related to energy resources associated with the Ellis Logistics Center Project (project). The energy analysis consists of a summary of the existing conditions, the energy regulatory framework and a discussion of the project's potential impacts on energy resources. Energy calculations for the project are included in **Appendix F, Energy Calculations**.

4.5.2 Environmental Setting

California's Energy Use and Supply

Californians consumed 277,764 gigawatt hours (GWh) of electricity in 2021, which is the most recent year for which data is available. Of this total, Riverside County consumed 16,767 GWh.¹ In 2021, the California electricity mix included natural gas (37.9 percent), coal (3.0 percent), large hydroelectric plants (9.2 percent), nuclear (9.3 percent), petroleum coke/waste heat (0.2 percent) and unspecified sources of power (N/A). The remaining 33.6 percent was supplied from renewable resources, such as wind, solar, geothermal, biomass, and small hydroelectric facilities².

Energy use is typically quantified using the British Thermal Unit (BTU), a unit of heat defined as the amount of heat energy required to raise one pound-mass of water by one degree Fahrenheit. Total energy use in California was 7,359 trillion BTU in 2021 (the most recent year for which this specific data is available), with a total consumption per capita being 175 million BTU. The State is the second largest consumer of energy in the U.S. but ranks 50th for energy consumption on a per capita basis. Of California's total energy use, the breakdown by sector is approximately 39.8 percent transportation, 23.2 percent industrial, 18.9 percent commercial, and 18.1 percent residential. Electricity and natural gas in California are generally used by stationary sources such as residences, commercial sites, and industrial facilities, whereas petroleum use is generally accounted for by transportation-related energy use.³

Current Energy Providers

Southern California Edison

Electricity as a utility is a man-made resource. The production of electricity requires the consumption or conversion of resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity requires several system components including substations and transformers that lower transmission line power (voltage) to a level appropriate for distribution and use.

¹ California Energy Commission (CEC). California Energy Consumption Database. Available at: <http://www.ecdms.energy.ca.gov>. Accessed June 22, 2023.

² California Energy Commission (CEC). 2021 Total System Electric Generation. Available at: <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2021-total-system-electric-generation>. Accessed June 22, 2023.

³ US Energy Information Agency (USEIA) (2021). *California State Energy Profile*. Available at <https://www.eia.gov/state/print.php?sid=CA>. Accessed June 22, 2023.

The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts (W), while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 Wh. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility scale, a generator's capacity is typically rated in megawatts (MW), which is one million watts, while energy use is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion Wh.

The City of Perris is located within Southern California Edison's (SCE) service area, which spans much of southern California from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north. The SCE 2021 power mix was as follows: 22.3 percent natural gas, 9.2 percent nuclear, 31.4 percent renewables, 2.3 percent large hydroelectric, and 34.6 percent unspecified power.⁴

The electricity consumption attributable to Riverside County from 2009 to 2021 is shown Table 4.5-1: *Electricity Consumption in Riverside County 2009-2021*. As shown below, energy consumption in Riverside County is between 14,057 GWH and 16,858 GWH from 2009 through 2021.

Table 4.5-1: Electricity Consumption in Riverside County 2009-2021

Year	Electricity Consumption in millions of kilowatt hours (GWH)
2009	14,503
2010	14,057
2011	14,412
2012	15,283
2013	15,138
2014	15,534
2015	15,253
2016	15,409
2017	15,858
2018	15,878
2019	15,520
2020	16,858
2021	16,767

Source: CEC, Energy Consumption Database, 2023.

⁴ Southern California Edison (SCE). 2021 Power Content Label. Available at <https://www.sce.com/sites/default/files/custom-files/Web%20files/2021%20Power%20Content%20Label.pdf>. Accessed June 26, 2023.

Southern California Gas (SoCalGas)

Southern California Gas Company (SoCalGas) provides gas service in the City and has facilities throughout the City, including the project site vicinity. The service area of SoCalGas spans much of the southern half of California, from Imperial County on the southeast to San Luis Obispo County on the northwest to part of Fresno County on the north to Riverside County and most of San Bernardino County on the east. SoCalGas is the nation's largest natural gas distribution utility, including approximately 3,526 miles of transmission pipelines, 49,715 miles of distribution pipelines and 48,888 miles of service lines. In all, SoCalGas provides service to 20.9 million consumers connected through nearly 5.8 million meters in more than 500 communities in Southern California, including in Riverside County.⁵ Total natural gas consumption in SoCalGas's service area was 6,755 million therms in 2021.⁶

The natural gas consumption in Riverside County from 2009 to 2021 is shown in *Table 4.5-2: Natural Gas Consumption in Riverside County 2009-2021*. Similar to energy consumption, natural gas consumption in Riverside County is between 331 and 453 million therms from 2009 through 2021, with no substantial increase.

Table 4.5-2: Natural Gas Consumption in Riverside County 2009-2021

Year	Natural Gas Consumption (in millions of therms)
2009	385
2010	398
2011	405
2012	373
2013	383
2014	331
2015	353
2016	396
2017	393
2018	399
2019	453
2020	437
2021	431

Source: CEC, Energy Consumption Database, 2023.

The California Public Utilities Commission (CPUC) regulates California natural gas rates and natural gas services, including in-state transportation over transmission and distribution pipeline systems, storage, procurement, metering, and billing. Most of the natural gas used in California comes from out-of-state natural gas basins.

California's regulated utilities do not own any natural gas production facilities. All natural gas sold by these utilities must be purchased from suppliers or marketers. The price of natural gas sold by suppliers and

⁵ Southern California Gas Company, Service Territory. Available at: <https://www.socalgas.com/documents/news-room/fact-sheets/ServiceTerritory.pdf> Accessed May 8, 2023.

⁶ California Energy Commission. 2016. Gas Consumption by Planning Area. Retrieved from: <http://www.ecdms.energy.ca.gov/gasbyplan.aspx>

marketers was deregulated by the Federal Energy Regulatory Commission in the mid-1980s and is determined by market forces. However, the CPUC decides whether California’s utilities have taken reasonable steps to minimize the cost of natural gas purchased on behalf of its core customers.

As indicated in the preceding discussion, natural gas is available from a variety of in-state and out-of-state sources, and is provided throughout the state in response to market supply and demand. Complementing available natural gas resources, biogas may soon be available through existing delivery systems, thereby increasing the availability and reliability of resources.

Transportation Fuels

California’s transportation sector uses roughly half of the energy consumed in the state. In 2022, Californians consumed approximately 15.3 billion gallons of gasoline and 3 billion gallons of diesel fuel. Automotive fuel consumption was estimated using California Air Resources Board (CARB) Emissions Factor (EMFAC) 2021 computer program for typical daily fuel use in Riverside County.

Fuel Consumption

Automotive fuel consumption in Riverside County from 2009 to 2022 is shown in *Table 4.5-3: Fuel Consumption in Riverside County 2009-2022*. Gasoline consumption in Riverside County has declined from 2010 to 2013, then a slow increase in gasoline through 2013 to 2019, and then a slow decline until 2022. Diesel fuel consumption has steadily increased since 2009.

Table 4.5-3: Fuel Consumption in Riverside County 2009-2022

Year	Gasoline Consumption (Gallons)	Diesel Fuel Consumption (Gallons)
2009	512,233,489	118,973,090
2010	522,910,633	119,510,794
2011	517,640,376	120,986,000
2012	517,513,923	120,031,492
2013	521,926,527	126,231,644
2014	531,276,430	128,483,551
2015	551,772,339	130,925,063
2016	568,845,503	140,041,778
2017	579,387,964	146,269,740
2018	582,429,196	144,171,249
2019	586,911,074	145,402,534
2020	497,749,339	146,836,945
2021	567,646,283	151,505,838
2022	567,726,860	153,561,538

Source: California Air Resources Board, EMFAC2021.

4.5.3 Regulatory Setting

Energy Independence and Security Act of 2007

The Energy Independence and Security Act (EISA; Public Law 110-140) was signed into law by President George W. Bush on December 19, 2007. The Act’s goal is to achieve energy security in the United States

by increasing renewable fuel production, improving energy efficiency and performance, protecting consumers, improving vehicle fuel economy, and promoting research on greenhouse gas (GHG) capture and storage. Under the EISA, the Renewable Fuel Standard (RFS) program (RFS2) was expanded in several key ways:

- Expanded the RFS program to include diesel, in addition to gasoline;
- Increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- Established new categories of renewable fuel and set separate volume requirements for each; and
- Required the U.S. Environmental Protection Agency (EPA) to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

RFS2 lays the foundation for achieving significant reductions of GHG emissions from the use of renewable fuels, for reducing imported petroleum, and encouraging the development and expansion of our nation's renewable fuels sector.

The EISA also includes a variety of new standards for lighting and for residential and commercial appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

State

Assembly Bill 32 and Senate Bill 32

California's major initiative for reducing GHG emissions is outlined in Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020, and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Reductions in overall energy consumption have been implemented to reduce emissions. See *Section 4.7, Greenhouse Gas Emissions*, of this Draft EIR for a further discussion of AB 32.

In September 2016, the Governor signed into legislation SB 32, which builds on AB 32 and requires the state to cut GHG emissions to 40 percent below 1990 levels by 2030. With SB 32, the Legislature also passed AB 197, which provides additional direction for updating the Scoping Plan to meet the 2030 GHG reduction target codified in SB 32. The California Air Resources Board (CARB) has published a draft update to the Scoping Plan and has received public comments on this draft but has not released the final version.

Additional energy efficiency measures beyond the current regulations are needed to meet these goals as well as the AB 32 GHG reduction goal of reducing Statewide GHG emissions to 1990 levels by 2020 and the SB 32 goal of 40 percent below 1990 levels by 2030 (see *Section 4.7, Greenhouse Gas Emissions*, for a discussion of AB 32 and SB 32). Part of the effort in meeting California's long-term reduction goals include

reducing petroleum use in cars and trucks by 50 percent, increasing from one-third to more than one-half of California’s electricity derived from renewable sources, doubling the efficiency savings achieved at existing buildings and making heating fuels cleaner; reducing the release of methane, black carbon, and other short-lived climate pollutants, and managing farm and rangelands, forests, and wetlands so they can store carbon.

California Building Energy Efficiency Standards: Title 24, Part 6 (California Energy Code)

Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6), commonly referred to as “Title 24”, California’s energy efficiency standards for residential and non-residential buildings, was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California’s energy consumption, and provide energy efficiency standards for residential and non-residential buildings. The 2022 Building Energy Efficiency Standards, which took effect on January 1, 2023, promote photovoltaic (PV) systems in newly constructed buildings, electric ready requirements in new homes, and new electric heat pump requirements for buildings. The California Building Energy Efficiency Standards (CBEES) updates focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations.

The Title 24, Part 6 was created as part of the California Building Standards Code by the California Building Standards Commission in 1978 to establish statewide building energy efficiency standards to reduce California’s energy use. These standards include provisions applicable to all buildings, residential and non-residential, which describe requirements for documentation and certificates that the building meets the standards. These provisions include mandatory requirements for efficiency and design of the following types of systems, equipment, and appliances:

- Air Conditioning Systems
- Heat Pumps
- Water Chillers
- Gas- and Oil-Fired Boilers
- Cooling Equipment
- Water Heaters and Equipment
- Pool and Spa Heaters and Equipment
- Gas-Fired Equipment Including Furnaces and Stoves/Ovens
- Windows and Exterior Doors
- Joints and Other Building Structure Openings (Envelope)
- Insulation and Cool Roofs
- Lighting Control Devices
- Solar PV Systems

The standards include additional mandatory requirements for space conditioning (cooling and heating), water heating, indoor and outdoor lighting systems, as well as equipment in non-residential, high-rise residential, and hotel or motel buildings. Mandatory requirements for low-rise residential buildings cover indoor and outdoor lighting, fireplaces, space cooling and heating equipment (including ducts and fans), and insulation of the structure, foundation, and water piping. The standards require solar PV systems for

new homes. In addition to the mandatory requirements, the standards call for further energy efficiency that can be provided through a choice between performance and prescriptive compliance approaches. Separate sections apply to low-rise residential and to non-residential, high-rise residential, and hotel or motel buildings. In buildings designed for mixed use (e.g., commercial and residential), each section must meet the standards applicable to that type of occupancy.

The performance approach set forth under these standards provides for the calculation of an energy budget for each building and allows flexibility in building systems and features to meet the budget. The energy budget addresses space-conditioning (cooling and heating), lighting, and water heating. Compliance with the budget is determined using a CEC-approved computer software energy model. The alternative prescriptive standards require demonstrating compliance with specific minimum efficiency for components of the building such as building envelope insulation R-values, fenestration (areas, U-factor and solar heat gain coefficients of windows and doors) and heating and cooling, and water heating and lighting system design requirements. These requirements vary depending on the building's location in the State's 16 climate zones.

The CBEES are updated on an approximately three-year cycle as technology and methods have evolved. As a result of new law under AB 970, passed in the fall of 2000 in response to the State's electricity crisis, an emergency update of the standards went into effect in June 2001. The CEC then initiated an immediate follow-on proceeding to consider and adopt updated standards that could not be completed during the emergency proceeding. The CBEES updates focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings, and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations.

California Green Building Standards

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, is a Statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. The CALGreen Code requires new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The CALGreen Code also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent CALGreen Code was adopted in 2022 and went into effect January 1, 2023. The CalGreen Standards that are applicable to this project include, but are not limited to, the following.

Chapter 5 Nonresidential Mandatory Measures

5.106.5.3 Electric Vehicle (EV) Charging

Construction to provide electric vehicle infrastructure and facilitate electric vehicle charging shall comply with Section 5.106.5.3.1 and shall be provided in accordance with regulations in the California Building Code and the California Electrical Code.

5.106.5.3.1 EV Capable Spaces

EV capable spaces shall be provided in accordance with Table 5.106.5.3.1 and the following requirements:

1. Raceways complying with the California Electrical Code and no less than 1-inch (25 mm) diameter shall be provided and shall originate at a service panel or a subpanel(s) serving the area, and shall terminate in close proximity to the proposed location of the EV capable space and into a suitable listed cabinet, box, enclosure or equivalent. A common raceway may be used to serve multiple EV capable spaces.
2. A service panel or subpanel(s) shall be provided with panel space and electrical load capacity for a dedicated 208/240 volt, 40-ampere minimum branch circuit for each EV capable space, with delivery of 30-ampere minimum to an installed EVSE at each EVCS.
3. The electrical system and any on-site distribution transformers shall have sufficient capacity to supply full rated amperage at each EV capable space.
4. The service panel or subpanel circuit directory shall identify the reserved overcurrent protective device space(s) as "EV CAPABLE". The raceway termination location shall be permanently and visibly marked as "EV CAPABLE."

Note: A parking space served by electric vehicle supply equipment or designed as a future EV charging space shall count as at least one standard automobile parking space only for the purpose of complying with any applicable minimum parking space requirements established by an enforcement agency. See Vehicle Code Section 22511.2 for further details.

5.106.5.3.2 Electric Vehicle Charging Stations (EVCS)

EV capable spaces shall be provided with EVSE to create EVCS in the number indicated in Table 5.106.5.3.1. The EVCS required by Table 5.106.5.3.1 may be provided with EVSE in any combination of Level 2 and Direct Current Fast Charging (DCFC), except that at least one Level 2 EVSE shall be provided.

One EV charger with multiple connectors capable of charging multiple EVs simultaneously shall be permitted if the electrical load capacity required by Section 5.106.5.3.1 for each EV capable space is accumulatively supplied to the EV charger.

The installation of each DCFC EVSE shall be permitted to reduce the minimum number of required EV capable spaces without EVSE by five and reduce proportionally the required electrical load capacity to the service panel or subpanel.

5.106.5.3.3 Use of Automatic Load Management Systems (ALMS)

ALMS shall be permitted for EVCS. When ALMS is installed, the required electrical load capacity specified in Section 5.106.5.3.1 for each EVCS may be reduced when serviced by an EVSE controlled by an ALMS. Each EVSE controlled by an ALMS shall deliver a minimum 30 amperes to an EV when charging one vehicle and shall deliver a minimum 3.3 kW while simultaneously charging multiple EVs.

5.106.5.3.4 Accessible EVCS

When EVSE is installed, accessible EVCS shall be provided in accordance with the California Building Code, Chapter 11B, Section 11B-228.3.

5.106.5.4 Electric Vehicle (EV) Charging: Medium-Duty and Heavy-Duty

Construction shall comply with Section 5.106.5.4.1 to facilitate future installation of electric vehicle supply equipment (EVSE). Construction for warehouses, grocery stores and retail stores with planned off-street loading spaces shall also comply with Section 5.106.5.4.1 for future installation of medium- and heavy-duty EVSE.

5.106.5.4.1 Electric Vehicle Charging Readiness Requirements for Warehouses, Grocery Stores and Retail Stores with Planned Off-Street Loading Spaces

In order to avoid future demolition when adding EV supply and distribution equipment, spare raceway(s) or busway(s) and adequate capacity for transformer(s), service panel(s) or subpanel(s) shall be installed at the time of construction in accordance with the California Electrical Code. Construction plans and specifications shall include, but are not limited to, the following:

The transformer, main service equipment and subpanels shall meet the minimum power requirement in Table 5.106.5.4.1 to accommodate the dedicated branch circuits for the future installation of EVSE.

The construction documents shall indicate one or more location(s) convenient to the planned offstreet loading space(s) reserved for medium- and heavy-duty ZEV charging cabinets and charging dispensers, and a pathway reserved for routing of conduit from the termination of the raceway(s) or busway(s) to the charging cabinet(s) and dispenser(s), as shown in Table 5.106.5.4.1.

Raceway(s) or busway(s) originating at a main service panel or a subpanel(s) serving the area where potential future medium- and heavy-duty EVSE will be located and shall terminate in close proximity to the potential future location of the charging equipment for medium- and heavy-duty vehicles.

The raceway(s) or busway(s) shall be of sufficient size to carry the minimum additional system load to the future location of the charging for medium- and heavy-duty ZEVs as shown in Table 5.106.5.4.1.

5.410.2 Commissioning

New buildings 10,000 square feet and over. For new buildings 10,000 square feet and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements. Commissioning shall be performed in accordance with this section by trained personnel with experience on projects of comparable size and complexity. For I-occupancies that are not regulated by OSHPD or for I-occupancies and L-occupancies that are not regulated by the California Energy Code Section 100.0 Scope, all requirements in Sections 5.410.2 through 5.410.2.6 shall apply.

Note: For energy-related systems under the scope (Section 100) of the California Energy Code, including heating, ventilation, air conditioning (HVAC) systems and controls, indoor lighting systems and controls, as well as water heating systems and controls, refer to California Energy Code Section 120.8 for commissioning requirements.

5.410.2.2 Basis of Design (BOD)

A written explanation of how the design of the building systems meets the OPR shall be completed at the design phase of the building project. The Basis of Design document shall cover the following systems:

- Renewable energy systems.
- Landscape irrigation systems.
- Water reuse systems.

2008 California Energy Action Plan Update

The 2008 Energy Action Plan (EAP) Update provides a status update to the 2005 EAP II, which is the State of California's principal energy planning and policy document. The 2008 EAP continues the goals of the original EAP and describes a coordinated implementation plan for State energy policies, and identifies specific action areas to ensure that California's energy is adequate, affordable, technologically advanced, and environmentally sound. First-priority actions to address California's increasing energy demands are energy efficiency, demand response (i.e., reduction of customer energy usage during peak periods in order to address system reliability and support the best use of energy infrastructure), and the use of renewable sources of power. If these actions are unable to satisfy the increasing energy and capacity needs, the plan supports clean and efficient fossil-fired generation.

2006 Appliance Efficiency Regulations

The CEC adopted Appliance Efficiency Regulations (Title 20, CCR §§1601 through 1608) on October 11, 2006. The regulations were approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances. While these regulations are now often viewed as "business-as-usual," they exceed the standards imposed by all other states and they reduce GHG emissions by reducing energy demand.

Executive Order B-30-15, Senate Bill 350, and Senate Bill 100

In April 2015, the Governor issued Executive Order B-30-15, which established a GHG reduction target of 40 percent below 1990 levels by 2030. SB 350 (Chapter 547, Statutes of 2015) advanced these goals through two measures. First, the law increases the renewable power goal from 33 percent renewables by 2020 to 50 percent by 2030. Second, the law requires the CEC to establish annual targets to double energy efficiency in buildings by 2030. The law also requires the California Public Utilities Commission (CPUC) to direct electric utilities to establish annual efficiency targets and implement demand-reduction measures to achieve this goal. In 2018, SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Local

City of Perris General Plan

The City of Perris General Plan (Conservation Element) outlines the goals and policies to reduce greenhouse gas emissions and some of the relevant policies are listed below:

Policy VIII.C: Adopt and maintain development regulations which encourage increased energy efficiency in buildings and the design of durable buildings that are efficient and economical to own and operate. Encourage green building development by establishing density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new and refurbished developments (U.S. Green Building Council's Leadership in Energy and Environmental Design green building programs).

Implementation Measure IX.A.2: Install bicycle paths and create secure and accessible bicycle storage for visitors and occupants within new and refurbished commercial and industrial development.

Policy X.B: Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality through the region.

City of Perris Climate Action Plan

The City of Perris Climate Action Plan (CAP) was adopted by the City Council on February 23, 2016, to address global climate change and the requirements of AB 32 and SB 375. The CAP also includes a GHG emissions inventory, projections, goals, and GHG reduction measures for the City to take to achieve GHG reduction targets. All development projects in the City of Perris are subject to the relevant policies. Some of the policies and measures applicable to the project are:

Measure SR-2: Require 2013 California Building Energy Efficiency Standards (Title 24, Part 6)

Measure SR-6: Pavley and low carbon fuel standard

Measure SR-11: Goods Movement

Measure SR-12: Electric Vehicle Plan and Infrastructure

Measure SR-13: Construction & Demolition Waste Diversion

City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities

The City of Perris Good Neighbor Guidelines – (GNG 2020) for Siting New and/or Industrial Facilities (GNG 2022) identifies a number of goals and policies to reduce potential negative impacts on sensitive receptors. Several policies address the use of energy at industrial facilities and would be applicable to the proposed project. The relevant policies are listed below:

- Any industrial project 400,000 square feet in size or requiring the preparation of an Environmental Impact Report (EIR) shall be designed and required to obtain Silver LEED Certification.
- Restricting diesel engine and construction equipment idling to 5 minutes or less (SCAQMD Rule 2485).
- For buildings with 50 or more dock high doors, site plans are required to identify a planned location for future electric truck charging stations and install conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.
- On site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided.
- A minimum of 5% or as required by the Cal Green Code, whichever is greater of employee parking spaces shall be designated for electric or other alternative fueled vehicles.
- Buildings over 400,000 square feet shall install solar panels so 100% of the power supplied to the office area of the facility, unless it is restricted due to the March Air Force Base Accident Potential Zone.
- Require low energy use features, low water use features, all-electric vehicles (EV) parking spaces and charging facility, carpool/vanpool parking spaces, and short- and long-term bicycle parking facilities (Title 24 of the California Code of Regulations - CALGreen).
- Post signs requiring to turn off truck engines when not in use.
- At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to building permit issuance. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles.
- Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with AQMD rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.
- Construction contractors shall prohibit truck drivers from idling more than 5 minutes and require operators to turn off engines when not in use.
- Designate an area of the construction site where electric-powered construction vehicles and equipment can charge if the utility provider can feasibly provide temporary power for this purpose.
- All building roofs shall be solar-ready.

4.5.4 Impact Thresholds and Significant Criteria

Significant Criteria

Based upon the criteria derived from Appendix G of the State CEQA Guidelines, the project would result in potentially significant impacts if it would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation,
- Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency

Methodology

Based on State CEQA Guidelines Appendix G, Energy, in order to ensure energy implications are considered in project decisions, CEQA identifies that EIRs include a discussion of the potential impacts of proposed projects, with particular emphasis on avoiding or reducing wasteful, unnecessary, or inefficient use of energy resources as applicable. Environmental effects may include the project's energy requirements and its energy use efficiencies by amount and fuel type during demolition, construction, and operation; the effects of the project on local and regional energy supplies; the effects of the project on peak and base period demands for electricity and other forms of energy; the degree to which the project complies with existing energy standards; the effects of the project on energy resources; and the project's projected transportation energy use requirements and its overall use of efficient transportation alternatives, if applicable. The energy and fuel usage information provided in this section is based on the following:

- **Building Energy:** Electricity and natural gas usage associated with building energy that would be generated by land uses accommodated under the project are based on CalEEMod default electricity and natural gas rates. New buildings are modeled to comply with the 2022 Building Energy Efficiency Standards.
- **On-Road Vehicle Fuel Usage:** Fuel usage associated with operation-related vehicle trips in addition to construction-related vehicle trips (i.e., worker and vendor trips) are based on fuel usage data obtained from EMFAC2021, Version 1.0.2, and on vehicle trip generation and Vehicle Miles Traveled (VMT) data provided Kimley-Horn.
- **Off-Road Equipment Fuel Usage:** Fuel usage for construction-related off-road equipment are based on fuel usage data obtained from OFFROAD2021, Version 1.0.4, and on the equipment mix and operations anticipated for the project.

4.5.5 Impacts and Mitigation Measures

Impact 4.5-1 *Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?*

Level of Significance: Less than Significant

Construction

The energy consumption associated with construction of the proposed project includes primarily diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips. Temporary electric power for as-necessary lighting and electronic equipment (such as computers inside temporary construction trailers, and heating, ventilation, and air conditioning) would be powered by a generator. The amount of electricity used during construction would be minimal; typical demand would stem from the use of electrically powered hand tools and several construction trailers by managerial staff during the hours of construction activities. The majority of the energy used during construction would be from petroleum. This analysis relies on the construction equipment list and operational characteristics, refer to **Appendix F. Table 4.5-4: Project Energy Consumption During Construction**, quantifies the construction energy consumption for the project, followed by an analysis of impacts based on those quantifications.

Table 4.5-4: Project Energy Consumption During Construction

Source	Project Construction Usage	Riverside County Annual Energy Consumption	Percentage Increase Countywide
Electricity Use	Megawatt Hours (MWh)		
Water Consumption	64	16,767,236	0.0004%
Diesel Use	Gallons		
On-Road Construction Trips ¹	87,882	301,210,227	0.0292%
Off-Road Construction Equipment ²	38,030	301,210,227	0.0126%
Construction Diesel Total	125,911	301,210,227	0.0418%
Gasoline	Gallons		
On-Road Construction Trips ¹	41,544	744,534,097	0.0056%
1. On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in Riverside County for construction year 2024. 2. Off-road mobile source fuel usage based on a fuel usage rate of 0.05 gallons of diesel per horsepower (hp)-hour from USEPA. Abbreviations: CalEEMod: California Emission Estimation Model; EMFAC: Emission Factor Model 2021; Sources: Energy Calculations in Appendix F .			

In total, project construction would consume approximately 125,911 gallons of diesel and 41,544 gallons of gasoline. The project’s fuel from the entire construction period would increase fuel use in the County by approximately 0.04 percent for diesel and 0.01 percent for gasoline.

There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel consumption.

The State CEQA Guidelines Appendix G and **Appendix F** criteria requires the analysis of a project’s effects on local and regional energy supplies and on the requirements for additional capacity. A 0.04 percent increase in construction fuel demand is not anticipated to trigger the need for additional capacity. Fuel

consumption is based on a conservative construction phasing and conservative estimates for annual construction fuel consumption. Longer phases would result in lower construction intensity and a lower annual fuel consumption, resulting in lower annual demand on energy supplies. Additionally, use of construction fuel would cease once the project is fully developed. As such, project construction would have a nominal effect on the local and regional energy supplies. Therefore, it is expected that construction fuel consumption associated with the project would not be inefficient, wasteful, or unnecessary. The project would not substantially affect existing energy or fuel supplies, or resources and new capacity would not be required. Impacts would be less than significant in this regard.

Operational

The energy consumption associated with the operation of the project would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, use of on-site equipment and appliances; and indoor, outdoor, perimeter, and parking lot lighting, as well as fuel usage from on-road vehicles. Quantification of project operational energy consumption is provided in *Table 4.5-5: Annual Energy Consumption During Operations*. Operation of uses implemented pursuant to the proposed project would annually consume approximately 4,120 MWh of electricity, 122,843 therms of natural gas, 96,436 gallons of diesel, and 166,213 gallons of gasoline.

Table 4.5-5: Annual Energy Consumption During Operations

Source	Project Operational Usage	Riverside County Annual Energy Consumption	Percentage Increase Countywide
Electricity Use	Megawatt Hour/Year (MWh/year)		
Area ¹	3,399	16,767,236	0.0203%
Water ¹	721		0.0043%
Total Electricity	4,120		0.0246%
Natural Gas Use	Therms/year		
Area ¹	122,843	430,843,598	0.0285%
Diesel Use	Gallons/Year		
Mobile ²	96,436	302,370,686	0.0319%
Gasoline Use	Gallons/Year		
Mobile ²	166,213	730,626,739	0.0227%
Notes:			
1. The electricity and natural gas usage are based on project-specific estimates and CalEEMod defaults.			
2. Calculated based on the mobile source fuel use based on vehicle miles traveled (VMT) and fleet-average fuel consumption (in gallons per mile) from EMFAC2021 for operational year 2025			
Abbreviations: CalEEMod: California Emission Estimation Model; EMFAC2021: California Air Resources Board Emission Factor Model; MWh: Megawatt-hour			
Source: Energy Calculations in Appendix F			

Total electricity demand in SCE’s service area is forecast to increase by approximately 19,000 GWh (19 billion kWh) between 2016 and 2030.⁷ The project’s anticipated electricity demand (approximately 4,120 MWh) would be nominal compared to overall demand in SCE’s service area. Therefore, the projected electrical demand would not significantly impact SCE’s level of service.

⁷ California Energy Commission, *California Energy Demand 2018-2030 Revised Forecast, Figure 49 Historical and Projected Baseline Consumption SCE Planning Area*, February 2018.

Regarding natural gas, Riverside County consumed 430,843,598 therms of natural gas in 2021. As shown in *Table 4.5-5*, natural gas demand for the project site would total 122,843 therms/year. Because the project would be built to meet the Building Energy Efficiency Standards, it would not result in wasteful or unnecessary natural gas demands. Therefore, operation of the project would result in less than significant impacts with respect to natural gas usage.

In 2025, Riverside County is anticipated to use approximately 730,626,739 gallons of gasoline and approximately 302,370,686 gallons of diesel fuel. Expected project operational use would consume approximately 96,439 gallons of diesel and 166,213 gallons of gasoline. The project's fuel from the operations would increase fuel use in the County by approximately 0.03 percent for diesel and 0.02 percent for gasoline. A 0.03 percent increase in operational fuel demand is not anticipated to trigger the need for additional capacity. In addition, in compliance with the CALGreen Code, the project would include bicycle racks and storage for employee use. The project's compliance with the CALGreen Code would contribute to minimizing transportation-related fuel usage. Overall, it is expected that operation-related fuel usage associated with the project would not be any more inefficient, wasteful, or unnecessary than similar development projects. Therefore, impacts would be less than significant with respect to operation-related fuel usage.

It should also be noted that the proposed warehouse will be required to meet the 2022 Title 24 Part 6 building standards and appliances and Section 19.69.030, Non-Residential Regulations of the City's Development Code which details a number of sustainability measures that must be incorporated into all new non-residential projects in the City and include requiring bicycle parking, providing shade trees in parking lots, and utilization of high-efficiency lighting in parking lots. Prior to issuance of a building permit, the City of Perris would review and verify that the project plans demonstrate compliance with the current version of the Building and Energy Efficiency Standards. Title 24 standards require energy conservation features in new construction (e.g., high-efficiency lighting, high-efficiency heating, ventilating, and air-conditioning (HVAC) systems, thermal insulation, double-glazed windows, water conserving plumbing fixtures).

Although the proposed project does not include on-site renewable energy resources, the proposed project would conform to the City's green building policy and measures. Additionally, the project would also be required adhere to the provisions of CALGreen, which establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. Additionally, as described in Section 4.2, Air Quality, the project would be required to implement Mitigation Measure AQ-1 which requires that all outdoor cargo handling equipment (yard trucks and forklifts) shall be zero emission/powered by electricity.

None of the project energy uses exceed one percent of Riverside County use. Therefore, it is expected that operational fuel and energy consumption associated with the project would not be inefficient, wasteful, or unnecessary. Impacts would be less than significant in this regard.

Impact 4.5-2 *Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?*

Level of Significance: Less than Significant

As stated, above the proposed project would conform to the City's green building policy and measures. The project would be required to comply with existing regulations, including applicable measures from the City's General Plan, or would be directly affected by the outcomes (vehicle trips and energy consumption would be less carbon intensive due to statewide compliance with future low carbon fuel standard amendments and increasingly stringent Renewable Portfolio Standards).

Project design and operation would comply with the applicable State Building Energy Efficiency Standards, appliance efficiency regulations, and CalGreen building standards. Pursuant to the Perris GNG 2022, the building would be designed and required to obtain Silver LEED Certification and solar panels capable of providing 100 percent of the power to the office area of the building would be installed. As discussed above, project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impact would occur. Therefore, the project is consistent with the SB 32 goal of reducing emissions 40 percent below 1990 by 2030. Potential impacts are considered less than significant.

The CALGreen standards also require the recycling and/or salvaging of a minimum of 65 percent of nonhazardous construction and demolition waste. Adherence to the California Public Utilities Commission's energy requirements, as well as the most current Title 24 and CALGreen standards would ensure conformance with the applicable goals and policies, as well as the State's goal of promoting energy efficiency and renewable energy. Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts are less than significant, and no mitigation is required.

4.5.6 Cumulative Impacts

The areas considered for cumulative impacts to electricity and natural gas supplies are the service areas of SCE and SoCalGas, respectively, described above. Other projects would generate increased electricity and natural gas demands. However, all projects within the SCE and SoCalGas service areas would be required to comply with the Building Energy Efficiency Standards and the CALGreen Code, and the Perris GNG 2020, which would contribute to minimizing wasteful energy consumption. As identified above in *Table 4.5-5*, the project's operational fuel use would increase the County's use by approximately 0.03 percent for diesel and 0.02 percent for gasoline. A 0.03 percent increase in operational fuel demand is not anticipated to trigger the need for additional capacity and would not result in a cumulative impact to diesel or gasoline use. Therefore, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

4.5.7 Significant Unavoidable Impacts

No significant and unavoidable impacts would occur.

4.5.8 References

California Energy Commission (CEC). 2022 Building Energy and Efficiency Standards.

<https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards>.

California Energy Commission (CEC). 2023 Electricity Consumption by Planning Area.

<http://www.ecdms.energy.ca.gov/elecbyplan.aspx>.

California Energy Commission (CEC). 2023 Gas Consumption by Planning Area.

<http://www.ecdms.energy.ca.gov/gasbyplan.aspx>.

City of Perris, Climate Action Plan, February 2016.

City of Perris, *General Plan Healthy Community Element*, June 2015.

Southern California Edison (SCE). 2022. 2021 Power Content Label, Southern California Edison.

<https://www.sce.com/sites/default/files/custom-files/Web%20files/2021%20Power%20Content%20Label.pdf>

US Energy Information Agency (USEIA). 2021. *California State Energy Profile*.

<https://www.eia.gov/state/print.php?sid=CA>.

4.6 GEOLOGY AND SOILS

4.6.1 Introduction

This section of the EIR describes the geologic and soil characteristics of the project site, potential geology and soils impacts associated with construction and operation of the proposed project, and mitigation measures that would reduce these impacts, if applicable. The analysis in this section is based on the Geotechnical Engineering Investigation Report (**Appendix G**; NorCal Engineering, 2022) prepared for the proposed project, as well as publicly available resources provided by entities such as the California Department of Conservation.

4.6.2 Environmental Setting

Project Site Characteristics

The elevation of the project site ranges from approximately 1,411 feet above mean sea level (msl) to approximately 1,415 feet above msl. The project site ground surface is generally flat with slopes of approximately one percent from north to south. On-site superficial clayey sand and silt soils have low to medium potential for expansion.

Soils and Geology

The Natural Resource Conservation Service (NRCS) United States Department of Agriculture (USDA) Web Soil Survey shows that the project site is underlain by three soil types: Domino silt loam (saline-alkali), Domino silt loam (strongly saline-alkali), and Willows silty clay (deep, strongly saline-alkali).

Subsurface conditions encountered at the project site during the site investigation consisted of fill, natural and undisturbed and bedrock. A fill soil classified as a brown, clayey sand to a clayey silt was encountered across the site to a depth of 1.5 feet below ground surface. These soils were noted to be loose to soft and damp.

A natural undisturbed soil classifying predominantly as a brown, clayey sand to a clayey silt was encountered beneath the fill soils up to a depth of approximately 11 feet below ground surface. The native soils were observed to be medium dense to medium stiff and damp to very moist. Deeper soils consisted of a brown sandy silt to sandy clay which were noted to be medium stiff to stiff and moist.

A grey brown to brown, fine to coarse grained, silty sand (Decomposed Granite) with slight clay content was encountered at a depth ranging between 11 and 16 feet below ground surface. These materials were observed to be dense to very dense and damp to moist.

The overall characteristics of the earth material was found to be relatively uniform across the project site.

Groundwater

Groundwater was not encountered to a depth of 50 feet below existing ground surface based on borings taken across the project site. However, a groundwater monitoring well located approximately one mile to the east from the project site noted a groundwater depth of 46 feet below ground surface, last measured in October 2021. Fluctuations in the level of groundwater may occur due to variations in ground surface

topography, subsurface stratification, rainfall, irrigation practices, groundwater pumping, and other factors which may not have been evident at the time of field evaluation.

Geologic Hazards

Faulting and Seismicity

The City of Perris is prone to seismic hazards due to its location in a seismically active region. The Perris Valley lies between the San Jacinto Fault and the Elsinore Fault, within the Perris Block. The Perris Block is bounded by the San Jacinto Fault to the east, the Elsinore Fault to the west, and the Cucamonga Fault to the north. The Perris Block has historically experienced vertical land movements due to shifts in the Elsinore and San Jacinto Faults. However, there are no active faults located within the City of Perris or within the City's General Plan planning area and the potential for damage due to direct fault rupture is considered unlikely.

Surface Fault Rupture

Ground surface rupture along an earthquake fault may cause damage to aboveground infrastructure and other features. The State of California has mapped known active faults that may cause surface fault rupture in inhabited areas as part of the Alquist-Priolo Earthquake Fault Zoning Act. There are no known active faults crossing the project site and the site is not located within an Alquist-Priolo Earthquake Fault Zone as defined by the State. The likelihood of surface fault rupture at the site is relatively low. However, lurching or cracking of the ground surface as a result of nearby seismic events is possible. The nearest active fault to the project site is the San Jacinto (San Jacinto Valley) fault, located approximately 9 miles east of the project site.

Seismically Induced Ground Shaking

Strong ground shaking from an earthquake can result in damage associated with landslides, ground lurching, structural damage, and liquefaction. The project site is subject to moderate levels of seismically induced ground shaking due to its proximity to active faults capable of producing a maximum moment magnitude of 6.0 or more. According to the United States Geologic Survey (USGS), there is a 60 percent probability of an earthquake measure 6.7 magnitude striking Southern California during a 30-year period. Each of the active faults located within the Perris Block is capable of generating severe ground shaking at the project site.

Liquefaction and Lateral Spreading

Liquefaction is the loss of soil strength or stiffness due to a build-up of water pressure between soil particles during severe ground shaking or other rapid loading. This condition is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils that often make up alluvial materials. Lateral spreading is the finite, horizontal movement of material associated with pore pressure build-up or liquefaction. This process can occur in a shallow underlying deposit during an earthquake in areas susceptible to liquefaction. In order to occur, lateral spreading requires the existence of a continuous and laterally unconstrained liquefiable zone.

The project site is not located within a State-designated Liquefaction Zone (CDOC, 2023). Based on the County of Riverside – Liquefaction Zone Map, the project site is located in an area of moderate liquefaction susceptibility. However, based on the Geotechnical Investigation prepared for the project

site, the potential for liquefaction at the project site is very low due to the presence of very dense subsurface soils. A very dense decomposed granite was encountered at depths ranging between 11 and 16 feet below ground surface across the project site and no groundwater was encountered to a depth of 50 feet below ground surface. Accordingly, liquefaction is not considered a design concern for development at the project site.

Lateral Spreading

Lateral spreading is the finite, horizontal movement of material associated with pore pressure build-up or liquefaction. This process can occur in a shallow underlying deposit during an earthquake in areas susceptible to liquefaction. In order to occur, lateral spreading requires the existence of a continuous and laterally unconstrained liquefiable zone. Lateral spreading can occur on gently sloping and on flat ground close to rivers and lakes. As noted above, the potential for liquefaction on the project site is very low. Similarly, the potential for lateral spreading is also limited and lateral spreading is not considered a design concern for development at the project site.

Landslides

Landslides are gravity-driven movements of earth materials that may include rock, soil, unconsolidated sediment, or combinations of such materials. The primary factors influencing the stability of a slope are the nature of the underlying soil or bedrock, the geometry of the slope (height and steepness), and rainfall. The presence of historic landslide deposits is a good indicator of future landslides. Landslides are commonly triggered by unusually high rainfall and the resulting soil saturation, by earthquakes, or a combination of these conditions. The project site is not mapped in an area susceptible to seismically induced landslides (CDOC, 2023).

Paleontological Setting

Paleontological resources are nonrenewable scientific and educational resources. Projects subject to CEQA must determine whether a project would “directly or indirectly destroy a unique paleontological resource.” An impact to paleontological resources would be considered a significant impact if a project results in the direct or indirect destruction of a unique or important paleontological resource or site. A project site is deemed paleontologically sensitive if (1) it has fossils that have previously been recovered from a particular geologic unit; (2) there are recorded fossil localities within the same geologic units as occur within the project area; and (3) the types of fossil materials that have been recovered from the geologic unit are unique or important.

Paleontological Resources

The City of Perris General Plan Conservation Element Exhibit CN-7, Paleontological Sensitivity, identifies the potential for areas of the City to contain paleontological resources. The project site is located within Area #5, low to high sensitivity, with younger alluvium overlying older fan alluvium at depth. Once excavation in this area reaches five feet below ground surface, the potential for impacts to paleontological resources changes from low to high potential.

4.6.3 Regulatory Setting

Federal

Clean Water Act (Erosion Control)

The Federal Clean Water Act (CWA) (33 USC 1251 et seq.), formerly the Federal Water Pollution Control Act of 1972, was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point-source and certain nonpoint-source discharges to jurisdictional waters of the United States. Such discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA Section 402). Projects that disturb 1 acre or more are required to obtain NPDES coverage under the NPDES General Permit for Stormwater Discharges Associated with Construction Activity (Construction General Permit), Order No. 2009-0009-DWQ. The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that includes best management practices (BMPs) to regulate stormwater runoff, including measures to prevent soil erosion. Requirements of the CWA and associated SWPPP are described in further detail in Section 4.10, Hydrology and Water Quality, of this EIR.

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act was enacted in 1997 to “reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program.” To accomplish this, the Act established the National Earthquake Hazards Reduction Program (NEHRP). This program was significantly amended in November 1990 by NEHRP, which refined the description of agency responsibilities, program goals, and objectives.

NEHRP’s mission includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improvement of building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results. The NEHRP designates the Federal Emergency Management Agency (FEMA) as the lead agency of the program and assigns it several planning, coordinating, and reporting responsibilities. Programs under NEHRP help inform and guide planning and building code requirements such as emergency evacuation responsibilities and seismic code standards to which the proposed project would be required to adhere.

Paleontological Resources

A variety of federal statutes specifically address paleontological resources. They are generally applicable to a project if that project includes federally owned or federally managed lands or involves a federal agency license, permit, approval, or funding. The first of these, established in the United State Code (USC), is the Antiquities Act of 1906 (54 U.S.C. 320301– 320303 and 18 U.S.C. 1866(b)), which calls for protection of historic landmarks, historic and prehistoric structures, as well as other objects of historic or scientific interest on federally administered lands, the latter of which would include fossils. The Antiquities Act both

establishes a permit system for the disturbance of any object of antiquity on federal land and also sets criminal sanctions for violation of these requirements. The Antiquities Act was extended to specifically apply to paleontological resources by the Federal-Aid Highways Act of 1958. More recent federal statutes that address the preservation of paleontological resources include the National Environmental Policy Act, which requires the consideration of important natural aspects of national heritage when assessing the environmental impacts of a project (P.L. 91-190, 31 Stat. 852, 42 U.S.C. 4321–4327). The Federal Land Policy Management Act of 1976 (P.L. 94-579; 90 Stat. 2743, U.S.C. 1701–1782) requires that public lands be managed in a manner that will protect the quality of their scientific values, while Title 40 Code of Federal Regulations Section 1508.2 identifies paleontological resources as a subset of scientific resources. The Paleontological Resources Preservation Act (Title VI, Subtitle D of the Omnibus Land Management Act of 2009) is the primary piece of federal legislation.

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Act) was passed in 1972 to address the hazard of surface faulting to structures for human occupancy. The Alquist-Priolo Earthquake Fault Zoning Act regulates development and construction of buildings intended for human occupancy to avoid the hazard of surface fault rupture. The Act categorizes faults as active (Historic and Holocene age), potentially active (Late Quaternary and Quaternary age), and inactive (pre-Quaternary age). The Earthquake Fault Zones indicate areas with potential surface fault-rupture hazards. Areas within the Alquist-Priolo Earthquake Fault Zone require special studies to evaluate the potential for surface rupture to ensure that no structures intended for human occupancy are constructed across an active fault. This Act requires the State Geologist to establish regulatory zones (Earthquake Fault Zones) around the surface traces of mapped active faults, and to publish appropriate maps that depict these zones. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet).

California Building Code

The California Building Code (CBC), Part 2 of Title 24 of the California Code of Regulations (CCR), is based on the International Building Code and prescribes a standard for constructing safer buildings throughout the State of California. It contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, strength of the ground and distance to seismic sources. The CBC is renewed on a triennial basis every three years; the current version is the 2019 Building Standards Code. Building permits are reviewed by the City to ensure compliance with the most current version of the CBC.

Public Resources Code Section 5097.5

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. These are valued for the information they yield about the history of the earth and its past ecological settings. California Public Resources Code Section 5097.5 specifies that unauthorized removal, excavation, destruction, injury, or defacement of a paleontological resource is a

misdeemeanor. Under the State CEQA Guidelines, a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site or unique geologic feature.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) was passed in 1990 following the 1989 Loma Prieta earthquake. The SHMA directs the California Geological Survey (CGS) to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. CGS has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, landslides, and ground shaking, including the central San Francisco Bay Area. The SHMA requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the seismic hazard is present and identify measures to reduce earthquake-related hazards.

Local

City of Perris General Plan Safety Element

Goal S-7: **A built environment that is resilient to the effects of seismic ground shaking and other geologic hazards and better able to recover from these events.**

Policy S-7.1: Require all development to provide adequate protection from damage associated with seismic incidents.

Policy S-7.2: Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.

Policy S-7.3: Ensure slope stability issues are effectively addressed in both developed and developing areas within the City.

City of Perris General Plan Conservation Element

Goal IV **Cultural Resources – Protection of historical, archaeological, and paleontological sites.**

Policy IV.A Comply with state and federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.

4.6.4 Impact Thresholds and Significant Criteria

Significance Criteria

Based upon the criteria derived from Appendix G of the State CEQA Guidelines, the project would result in potentially significant impacts if it would:

- 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
 - ii) Strong seismic ground shaking
 - iii) Seismic-related ground failure, including liquefaction
 - iv) Landslides
- Result in substantial soil erosion or the loss of topsoil
 - 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
 - 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
 - Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water (*see Effects Found Not to be Significant, Section 7.0 of this Draft EIR*)
 - Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

Methodology

Potential significant impacts associated with the project site were identified based on a review of available online sources, the Geotechnical Engineering Investigation Report located in **Appendix G** of this EIR, respectively, and existing literature including the City of Perris General Plan and General Plan EIR. The Geotechnical Investigation presents findings, conclusions, and recommendations concerning development of the project based on an engineering analysis of geotechnical properties of the subsurface conditions and evaluation of the underlying soils.

4.6.5 Impacts and Mitigation Measures

Impact 4.6-1 *Would the Project 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*

Level of Significance: No Impact

The project site is not located in an Alquist-Priolo Earthquake Fault Zone (California Department of Conservation, 2023). There are no known active or potentially active faults trending towards or through the project site and the site is not located within a State of California Earthquake Fault Zone where the potential for fault rupture is considered probable. However, the project site lies within the region affected

by active fault zones, and the closest active fault is the San Jacinto Valley fault, located approximately 9.0 miles east of the project site. Although the project site is located within a seismically active region, there is no known fault mapped on or proximate to the project site. Therefore, there would be no impact associated with the potential for substantial adverse effects, including loss, injury or death, involving rupture of a known earthquake fault.

Impact 4.6-1 ***Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

ii) *Strong seismic ground shaking?*

Level of Significance: Less Than Significant Impact

The project site is located within a seismically active region and strong seismic ground shaking could occur. The project would be required to be in conformance with the most recent and City of Perris Municipal Code Title 16, Buildings and Construction. Further, as required by General Plan Safety Element Policy S-7.2, the project would be built and maintained in accordance with the site-specific Geotechnical Engineering Investigation (**Appendix G**). The Geotechnical Engineering Investigation identifies existing site conditions, provides recommendations based upon soil conditions, and determines the site-specific soil conditions and identifies the appropriate design and construction techniques to minimize risks to people and structures, including but not limited to foundation, earthwork, utility trenching, retaining and drainage recommendations. The investigation is required to be consistent with State of California guidelines for the preparation of seismic hazard evaluation reports. As such, impacts related to strong seismic ground shaking would be less than significant.

Impact 4.6-1 ***Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

iii) *Seismic-related ground failure, including liquefaction?*

Level of Significance: Less Than Significant Impact

Liquefaction generally occurs as a “quicksand” type of ground failure caused by strong ground shaking. The primary factors influencing liquefaction potential include groundwater, soil type, relative density of the sandy soils, confining pressure, and the intensity and duration of ground shaking. The project site is not located in a State seismic hazard zone specific to liquefaction and soils encountered during subsurface investigations below the ground surface were very dense decomposed granite with very low liquefaction potential. Further, all structures and foundations requiring building permits would be required to meet CBC requirements to withstand ground shaking and minimizing potential impacts resulting from liquefaction. Adherence to the CBC would ensure that potential impacts from seismic-related ground failure, including liquefaction would be less than significant.

Impact 4.6-1 ***Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

iv) Landslides?

Level of Significance: No Impact

Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The project site is relatively flat and is not located in an area mapped as an earthquake-induced landslide hazard area (California Department of Conservation, 2023). Therefore, there would be no impact.

Impact 4.6-2 ***Would the Project result in substantial soil erosion or the loss of topsoil?***

Level of Significance: Less than Significant Impact

Construction Impacts

Grading and excavation during the construction phase of the project could temporarily increase the potential for soils to be subject to wind and water erosion. Projects that disturb one or more acres of soil are required to obtain a Construction General Permit) issued by the California State Water Resources Control Board (State Water Board). The project site is 34.52 acres and would require a Construction General Permit pursuant to NPDES Permit No. CAS 618033, Order No. R8-2002-0011. Additionally, the project would be constructed in accordance with the City of Perris Stormwater/Urban Runoff Management and Discharge Control Ordinance (City of Perris Municipal Code, Chapter 14.22).

As described therein, any person engaged in development, grading or construction within the City shall utilize best management practices to prevent pollutants from entering the stormwater conveyance system by complying with all applicable local ordinances, including the grading and erosion control section found in Title 15 and the standard specifications for public works construction. In order to reduce the risk of contamination of stormwater and the discharge of non-stormwater or pollutants into the City's stormwater conveyance system, the proposed project would implement a Storm Water Pollution Prevention Plan which outlines best management practices to reduce construction impacts to the maximum extent practicable. Thus, construction period impacts related to substantial soil erosion or loss of top soil would be less than significant.

Post-Construction Impacts

Operations of the project would result in an increase in impervious areas and uses that could increase runoff or pollutants into surface water or groundwater. The proposed project would comply with the Section G, "New Development and Redevelopment," of the Municipal Regional Stormwater Permit (MRP) (NPDES Permit No. CAS 618033) which aims to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address soluble and insoluble stormwater runoff pollutant discharges and prevent increases in runoff from projects. The provision requires regulated projects to include LID practices, such as pollutant source control measures and stormwater treatment features aimed to maintain or restore the site's natural hydrologic functions.

The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained to ensure long-term management of on-site flows.

Further, as required by the City's Stormwater/Urban Runoff Management and Discharge Control Ordinance, the proposed project would be required to submit a preliminary Water Quality Management Plan (WQMP) for review and approval, prior to the City's consideration of the first discretionary approval of the project (land use entitlement permit); and a final WQMP, prior to the issuance of grading permits. The project specific WQMP would be consistent with the City's Ordinance and the Riverside County WQMP, and include appropriate site design, source control, and treatment control BMPs to minimize runoff and soil erosion throughout project operations. Therefore, operational impacts related to substantial soil erosion or loss of top soil would be less than significant.

Impact 4.6-3 *Would the Project 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?*

Level of Significance: Less Than Significant

The project site is flat with an elevation change of approximately 1,411 to 1,415 feet amsl. The project site is not located adjacent to any hillsides or other areas with significant slopes and it is not subject to landslides from on-site areas or adjacent areas with steep slopes.

Lateral spreading typically results when ground shaking moves soil toward an area where soil integrity is weak or unsupported. Lateral spreading typically occurs on the surface of a slope, although it does not occur strictly on steep slopes. Lateral spreading is directly associated with areas of liquefaction, which is discussed in iii), above. The depth to groundwater on the project site is greater than 50 feet below ground level. Based on this water level and other dense soil layers that underlay the project site, the liquefaction potential is considered to be low. Through conformance to all City and State building standards as verified by the City, impacts would be less than significant.

Land subsidence is the gradual settling or sinking of an area with little or no horizontal motion due to changes taking place underground. It is a natural process, although it can also occur (and is greatly accelerated) as a result of human activities. Common causes of land subsidence from human activity include pumping water, oil, and gas from underground reservoirs; dissolution of limestone aquifers (sinkholes); collapse of underground mines; drainage of organic soils; and initial wetting of dry soils. The project would not pump any water, oil, and/or gas from underground reservoirs. In addition, the project site and surrounding areas have not been used for underground mines and there are no mines in the vicinity. These features minimize the likelihood of land subsidence and impacts in this regard would be less than significant.

Collapse can occur if near-surface soils vary in composition both vertically and laterally. Strong ground shaking from earthquakes can cause non-uniform compaction of the soil strata, resulting in movement of the near-surface soils and collapse. The proposed project would be required to conform with the requirements set forth in the City of Perris Municipal Code as detailed in the above sections and all pertinent portions of the CBC. This would include approval of grading plans, which would consider existing soils, existing grades, depth to groundwater, and the potential for the site to experience instability. In

addition, adherence to all applicable regulations and conformance to applicable building codes added to the proposed project would ensure impacts would be less than significant.

Impact 4.6-4 ***Would the Project 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?***

Level of Significance: Less Than Significant

Expansive soils generally are associated with silt and clay soils that are subject to shrinking and swelling due to the large pore volume that are subject to large changes in moisture content during dry and wet periods. The shrinking and swelling of soils can cause damage or failure of foundations, utilities, and pavements. Portions of the surface and near surface soils at the project site have a low to moderate potential for expansion (**Appendix G**). The proposed project would be required to be constructed in conformance with the CBC and City of Perris Municipal Code Title 16. Compliance with the established regulatory framework would result in less than significant impacts.

Impact 4.6-5 ***Would the Project directly or indirectly destroy a unique paleontological resources or site or unique geologic feature?***

Level of Significance: Less than Significant with Mitigation Incorporated

Paleontological resources are typically found in geologic strata that was deposited during the Pleistocene Epoch which includes the time between 2.6 million years ago until approximately 11,700 years ago. The Holocene Epoch began about 11,700 years ago and consists of younger sedimentary deposits and fossils that are considered less likely to be found. The project site would require excavation and grading activities at a depth greater than 5 feet and therefore, would have high potential to encounter paleontological resources during activities beyond this depth. Accordingly, the project would be required to demonstrate compliance with General Plan Conservation Element Implementation Measure IV.A.4 which requires paleontological monitoring once subsurface excavations reach five feet in depth, with monitoring levels reduced if appropriate, at the discretion of a certified project paleontologist. This requirement is applied to the project as Mitigation Measure GEO-1. Implementation of MM GEO-1 would reduce potential impacts to a less-than significant level.

Mitigation Measures:

GEO-1 Prior to the issuance of grading permits, the project proponent 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) to be on-site for any project-related excavations that exceed five (5) feet below the pre-grade surface. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the site or within offsite project improvement areas until the paleontologist has been approved by the City.

Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium, which might be present below the surface. The paleontologist shall be

prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

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

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

4.6.6 Cumulative Impacts

Geology and soil-related impacts are generally site-specific and are determined by a particular on-site soil characteristics, proximity to faults, topography, and proposed land uses. Development projects are analyzed on an individual basis and must comply with established requirements of the applicable jurisdiction's development standards and the CBC as they pertain to protection against known geologic hazards and potential geologic and soil-related impacts.

Cumulative effects related to geology resulting from the implementation of future development of the proposed project as well as surrounding areas could expose more persons and property to potential impacts due to seismic activity. Long-term impacts related to geology include the exposure of people to the potential for seismically induced ground shaking. Implementation of other cumulative projects would incrementally increase the number of people and structures subject to a seismic event. Seismic and geologic significance is considered on a project-by-project basis through the preparation of design-level geotechnical studies. The potential for any project to be affected by or any project to exacerbate an existing geotechnical hazard would be minimized or not occur through strict engineering guidelines as they pertain to protection against known geologic hazards and potential geologic and soil-related impacts.

Although development activities within the project area would not impact any known paleontological resources, there is the potential that such resources are buried beneath the surface of the project area and could be impacted during construction. Other projects within the region would similarly have the potential to impact unknown, subsurface paleontological resources during ground-disturbing activities. However, implementation of Mitigation Measure MM GEO-1 for the project, and General Plan Conservation Element Implementation Measure IV.A.4 for development in the City, would ensure the proper identification and subsequent treatment of any paleontological resources that may be encountered during ground disturbing activities. With implementation of Mitigation Measure MM GEO-1, the project would not result in a cumulatively considerable contribution to a significant cumulative impact to paleontological resources.

Development of the proposed project as well as all past, present, and future projects would be required to be constructed in accordance with the latest edition of the CBC and to adhere to all current earthquake construction standards, including those relating to soil characteristics set forth by the City. Therefore, no elements of the proposed project would contribute to any cumulatively considerable geologic and/or soils impacts. Therefore, cumulative effects of increased seismic risk would be less than significant.

4.6.7 Significant Unavoidable Impacts

No significant and unavoidable impacts would occur.

4.6.8 References

California Geological Survey, 2023, *Earthquake Zones of Required Investigation*, Available at <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, Accessed June 20, 2023

City of Perris, 2006, *City of Perris Municipal Code, Chapter 14.22*. Available at https://library.municode.com/ca/perris/codes/code_of_ordinances?nodeId=COOR_TIT14WASE_CH14.22STURRUMADICO. Accessed June 27, 2023

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Southern California Earthquake Center Report, 1999, *Preliminary Report on the 16 October 1999 M 7.1 Hector Mine, California, Earthquake*. Available at <https://pubs.geoscienceworld.org/ssa/srl/article-abstract/71/1/11/142480/Preliminary-Report-on-the-16-October-1999-M-7-1?redirectedFrom=fulltext>

NorCal Engineering, 2022, *Geotechnical Engineering Investigation*. See Geotechnical Engineering Investigation **Appendix G**

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4.7 GREENHOUSE GAS EMISSIONS

4.7.1 Introduction

This section of the EIR discusses potential greenhouse gas (GHG) impacts associated with the development of the Ellis Logistics Center Project (project). Consideration of the project's consistency with applicable plans, policies, and regulations, as well as the introduction of new sources of GHGs, is included in this section. The GHG emission modeling results for the project, are provided in **Appendix C1: Air Quality and Greenhouse Gas Emissions Modeling Data**.

4.7.2 Environmental Setting

Greenhouse Gases and Climate Change

Certain gases in the earth's atmosphere classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO₂ emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO₂ emissions remains stored in the

atmosphere.¹ *Table 4.7-1: Description of Greenhouse Gases* describes the primary GHGs attributed to global climate change, including their physical properties.

Table 4.7-1: Description of Greenhouse Gases

Greenhouse Gas	Description
Carbon Dioxide (CO ₂)	CO ₂ is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO ₂ emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric lifetime of CO ₂ is variable because it is readily exchanged in the atmosphere. CO ₂ is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
Nitrous Oxide (N ₂ O)	N ₂ O is largely attributable to agricultural practices and soil management. Primary human-related sources of N ₂ O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N ₂ O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N ₂ O is approximately 120 years. The Global Warming Potential of N ₂ O is 298.
Methane (CH ₄)	CH ₄ , a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH ₄ include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH ₄ is about 12 years and the Global Warming Potential is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase out of CFCs and HCFCs gains momentum. The 100-year Global Warming Potential of HFCs range from 124 for HFC-152 to 14,800 for HFC-23.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Global Warming Potentials range from 6,500 to 9,200.
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. Global Warming Potentials for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF ₆)	SF ₆ is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission

¹ Intergovernmental Panel on Climate Change, *Carbon and Other Biogeochemical Cycles*. In: *Climate Change 2013: The Physical Science Basis, Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013. http://www.climatechange2013.org/images/report/WG1AR5_ALL_FINAL.pdf.

	equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The Global Warming Potential of SF ₆ is 23,900.
Hydrochlorofluorocarbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year Global Warming Potentials of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.
Nitrogen Trifluoride (NF ₃)	NF ₃ was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. This gas is used in electronics manufacture for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.
Source: Compiled from U.S. EPA, <i>Overview of Greenhouse Gases</i> , April 11, 2018 (https://www.epa.gov/ghgemissions/overview-greenhouse-gases); U.S. EPA, <i>Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016</i> , 2018; Intergovernmental Panel on Climate Change, <i>Climate Change 2007: The Physical Science Basis</i> , 2007; National Research Council, <i>Advancing the Science of Climate Change</i> , 2010; U.S. EPA, <i>Methane and Nitrous Oxide Emission from Natural Sources</i> , April 2010.	

4.7.3 Regulatory Setting

This section describes the federal, State, and local regulations applicable to GHG emissions.

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Federal

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (EISA; December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

It should be noted that the Energy Independence and Security Act of 2022 has been proposed by the United States Senate. The plan would build upon the EISA of 2007 and would include additional requirements for the United States to achieve energy independence by 2024.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the U.S. EPA's assessment of the scientific evidence that form the basis for the U.S. EPA's regulatory actions.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, Executive Order 13432 was issued in 2007 directing the U.S. EPA, the U.S. Department of Transportation, and the U.S. Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, U.S. EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the U.S. EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO₂ in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon (mpg) if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the U.S. EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks. It should be noted that the U.S. EPA is currently proposing to freeze the vehicle fuel efficiency standards at their planned 2020 level (37 mpg), canceling any future strengthening (currently 54.5 mpg by 2026).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO₂ emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final

standards are expected to lower CO₂ emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

On September 27, 2019, the U.S. EPA and the NHTSA published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program.” (84 Fed. Reg. 51,310 (Sept. 27, 2019.)) The Part One Rule revokes California’s authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the U.S. EPA and NHTSA finalized rulemaking for SAFE Part Two, which sets CO₂ emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years 2021-2026.

Presidential Executive Order 13783

Presidential Executive Order 13783, Promoting Energy Independence and Economic Growth issued on March 28, 2017, orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of CO₂, N₂O, and CH₄.

State

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California’s contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO₂e in the world and produced 369 million gross metric tons (MMT) of CO₂e in 2020. The transportation sector is the State’s largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark AB 32 California Global Warming Solutions Act of 2006, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major legislation related to GHG emissions reduction.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

CARB Scoping Plan

Adopted December 15, 2022, CARB’s 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85

percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place.

Included in the 2022 Scoping Plan is a set of Local Actions (2022 Scoping Plan Appendix D) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use projects. CARB specifically states that Appendix D does not address other land uses (e.g., industrial). However, CARB plans to explore new approaches for other land use types in the future.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 12, 2022, CARB adopted a third update to the Scoping Plan. The 2022 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2022 Scoping Plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support the Clean Power Plan and other Federal actions.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008)

Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established by AB 32. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the U.S. EPA's denial of an implementation waiver. The U.S. EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards for passenger vehicles and light duty truck model years 2009 to 2016 and a second set of emissions standards for model years 2017 to 2025. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO₂e emissions and 75 percent fewer smog-forming emissions.

SB 350 (Clean Energy and Pollution Reduction Act of 2015)

Signed into law on October 7, 2015, SB 350 implements the goals of Executive Order B-30-15. The objectives of SB 350 are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024, and 45 percent by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganizes the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

AB 398 (Market-Based Compliance Mechanisms)

Signed into law on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the Statewide regulatory body responsible for ensuring that California meets its Statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon allowances by over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 (Regional Transportation Plans)

Signed into law on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40 percent below their 1990 levels by 2030). SB 150 creates a process to include communities in discussions on how to monitor their regions' progress in meeting these goals. The bill also requires the

CARB to regularly report on that progress, as well as on the successes and the challenges regions experience associated with achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identifies effective reduction strategies.

SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases)

Signed into law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

SB 1368 (Emission Performance Standards)

SB 1368 is the companion bill of AB 32, which directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The new law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the state. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO₂ per megawatt-hour.

SB 1078, AB107, and SBX1-2 (Renewable Electricity Standards)

SB 1078 (2002) required California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 (2006) changed the due date to 2010 instead of 2017. On November 17, 2008, Executive Order S-14-08 established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the state's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23. SB X1-2 codified the 33 percent by 2020 goal.

AB 1346 (Air Pollution: Small Off-Road Engines)

Signed into Law in October 2021, AB 1346 requires CARB, to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, consistent with federal law, by July 1, 2022. The bill requires CARB to identify and, to the extent feasible, make available funding for commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to implement to support the transition to zero-emission small off-road equipment operations.

AB 1279 (The California Climate Crisis)

AB 1279 establishes the policy of the State to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide

anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO² removal solutions and carbon capture, utilization, and storage technologies.

SB 1020 (100 Percent Clean Electric Grid)

Signed on September 16, 2022, SB 1020 provides additional goals for the path to the 2045 goal of 100 percent clean electricity retail sales. It creates a target of 90 percent clean electricity retail sales by 2035 and 95 percent clean electricity retail sales by 2040.

SB 905 (Carbon Sequestration Program)

Signed on September 16, 2022, SB 905 establishes regulatory framework and policies that involve carbon removal, carbon capture, utilization, and sequestration. It also prohibits the injecting of concentrated carbon dioxide fluid into a Class II injection well for the purpose of enhanced oil recovery.

AB 1757 (Nature-Based Solutions)

Signed on September 16, 2022, AB 1757 requires State agencies to develop a range of targets for natural carbon sequestration and nature-based climate solutions that reduce GHG emissions to meet the 2030, 2038, and 2045 goals which would be integrated into a scoping plan addressing natural and working lands.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05

Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

- By 2010, reduce greenhouse gas emissions to 2000 levels.
- By 2020, reduce greenhouse gas emissions to 1990 levels.
- By 2050, reduce greenhouse gas emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07

Issued on January 18, 2007, Executive Order S 01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, CARB, the

University of California, and other agencies to develop and propose protocols for measuring the “life-cycle carbon intensity” of transportation fuels. CARB adopted the LCFS on April 23, 2009.

Executive Order S-13-08

Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08

Issued on November 17, 2008, Executive Order S-14-08 expands the State’s Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State to come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly-owned electricity retailers.

Executive Order S-21-09

Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's Renewable Portfolio Standard (RPS) to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15

Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalents (MMTCO₂e). The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the State’s climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18

Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon

neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

Executive Order B-79-20

Signed in September 2020, Executive Order N-79-20 establishes as a goal that where feasible, all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035. The executive order sets a similar goal requiring that all medium and heavy-duty vehicles will be zero-emission by 2045 where feasible. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment “requiring increasing volumes” of new zero emission vehicles (ZEVs) “towards the target of 100 percent.” The executive order directs the California Environmental Protection Agency, the California Geologic Energy Management Division (CalGEM), and the California Natural Resources Agency to transition and repurpose oil production facilities with a goal toward meeting carbon neutrality by 2045. Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation, which was adopted by CARB in July 2020.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California’s energy consumption relatively flat, even with rapid population growth.

Title 20 Appliance Efficiency Regulations

The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards

California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6), was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The California Energy Commission (CEC) adopted the 2022 Energy Code on August 11, 2021, which was subsequently approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Title 24 standards will result in less energy use, thereby reducing air pollutant emissions associated with energy consumption across California. For example, the 2022 Title 24 standards will require efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards.

Title 24 California Green Building Standards Code

The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as CALGreen, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and nonresidential buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The latest CALGreen Code took effect on January 1, 2023 (2022 CALGreen). The 2022 CALGreen standards has improved upon the 2019 standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

CARB Advanced Clean Truck Regulation

CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. This rule directly addresses disproportionate risks and health and pollution burdens and puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission “last-mile” delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

- **Zero-Emission Truck Sales:** Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.
- **Company and Fleet Reporting:** Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Regional

South Coast Air Quality Management District Thresholds

The City of Perris is located within the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the SCAB. The SCAQMD has been evaluating GHG significance thresholds since April 2008. On December 5, 2008, the SCAQMD Governing Board adopted an Interim CEQA Greenhouse Gas Significance Threshold of 10,000 metric tons of carbon dioxide equivalents (MTCO_{2e}) per year for stationary source/industrial projects for which the SCAQMD is the lead agency. The policy objective of the SCAQMD’s interim threshold is to achieve an emission capture

rate of 90 percent of all new or modified stationary source projects. A GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term adverse impacts associated with global climate change because most projects will be required to implement GHG reduction measures. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate, contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that SCAQMD staff estimates that these GHG emissions would account for slightly less than one percent of the future 2050 statewide GHG emissions target.

The SCAQMD has continued to consider the adoption of significance thresholds for projects where the SCAMD is not the lead agency. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

- Tier 1 Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- Tier 2 Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
- Tier 3 Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MTCO₂e per year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MTCO₂e per year), commercial projects (1,400 MTCO₂e per year), and mixed-use projects (3,000 MTCO₂e per year). Under option 2 a single numerical screening threshold of 3,000 MTCO₂e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.
- Tier 4 Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions by 2020 and 2035. The 2020 efficiency targets are 4.8 MTCO₂e per service population for project level analyses and 6.6 MTCO₂e per service population for plan level analyses. The 2035 targets that reduce emissions to 40 percent below 1990 levels are 3.0 MTCO₂e per service population for project level analyses and 4.1 MTCO₂e per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.
- Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The thresholds identified above have not been adopted by the SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met

since September 2010. The future schedule and likelihood of threshold adoption is uncertain. If the California Air Resources Board (CARB) adopts statewide significance thresholds, SCAQMD staff plan to report back to the SCAQMD Governing Board regarding any recommended changes or additions to the SCAQMD's interim threshold. The only update to the SCAQMD's GHG thresholds since 2010 is that the 10,000 MTCO_{2e} per year threshold for industrial projects is now included in the SCAQMD's March 2023 South Coast AQMD Air Quality Significance Thresholds document that is published for use by local agencies.

The following SCAQMD rule related to GHG emissions is applicable to the project:

- Rule 2305 (Warehouse Indirect Source Rule) - SCAQMD has adopted Rule 2305 in May 2021 to reduce emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 square feet located in SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled (VMT) associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses' WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install onsite energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation are required to pay a mitigation fee.

Southern California Association of Governments

Per SB 375, CARB set the following regional transportation GHG emissions reduction targets for the Southern California Association of Governments (SCAG):

- 8 percent reduction from the 2005 per capita amount by 2020
- 13 percent reduction from the 2005 per capita amount by 2035

SCAG's Sustainable Communities Strategy (SCS) is included in the SCAG 2016-2040 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS). The goals and policies of the 2016-2040 RTP/SCS that reduce VMT focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play and designing communities so there is access to high quality transit service. The 2016-2040 RTP/SCS would result in an eight percent reduction in GHG emissions per capita by 2020, an 18 percent reduction by 2035 and a 21 percent reduction by 2040— compared with 2005 levels. This meets or exceeds the State's mandated reductions established by CARB and meets the requirements of SB 375 as codified in Government Code §65080(b) et seq., which are eight percent by 2020 and 13 percent by 2035. The 2016-2040 RTP/SCS is expected to reduce the number of VMT per capita by more than seven percent and Vehicle Hours Traveled (VHT) per capita by 17

percent (for automobiles and light/medium duty trucks) as a result of more location efficient land use patterns and improved transit service.

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (2020-2045 RTP/SCS). Connect SoCal outlines more than \$638 billion in transportation system investments through 2045 to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal includes plans to support development of ZEV trucks and passenger vehicles to reduce air pollution and GHG emissions.

CARB updated the regional targets in 2018 to ensure consistency with the more stringent statewide reduction goals subsequently introduced by the California legislature and the Governor's office. For the SCAG region, the updated targets are eight percent below 2005 per capita emissions levels by 2020 (this value is unchanged from the previous 2020 CARB target), and 19 percent below 2005 per capita emissions levels by 2035.

Connect SoCal SCS has been found to meet State targets for reducing GHG emissions from cars and light trucks. Connect SoCal achieves per capita GHG emission reductions relative to 2005 levels of eight percent in 2020, and 19 percent in 2035, thereby meeting the GHG reduction targets established by the CARB for the SCAG region.

Local

City of Perris General Plan

The City of Perris General Plan (Conservation Element) outlines the goals and policies to reduce greenhouse gas emissions and some of the relevant policies are listed below:

Policy VIII.C.: Adopt and maintain development regulations which encourage increased energy efficiency in buildings and the design of durable buildings that are efficient and economical to own and operate. Encourage green building development by establishing density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new and refurbished developments (U.S. Green Building Council's Leadership in Energy and Environmental Design green building programs).

Implementation Measure IX.A.2.: Install bicycle paths and create secure and accessible bicycle storage for visitors and occupants within new and refurbished commercial and industrial development.

Policy X.B.: Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality through the region.

City of Perris Climate Action Plan

The City of Perris Climate Action Plan (CAP) was adopted by the City Council on February 23, 2016, to address global climate change and the requirements of AB 32 and SB 375. The CAP also includes a GHG

emissions inventory, projections, goals, and GHG reduction measures for the City to take to achieve GHG reduction targets. All development projects in the City of Perris are subject to the relevant policies. Some of the policies and measures applicable to the project are:

Measure SR-2: Require 2013 California Building Energy Efficiency Standards (Title 24, Part 6)

Measure SR-6: Pavley and low carbon fuel standard

Measure SR-11: Goods Movement

Measure SR-12: Electric Vehicle Plan and Infrastructure

Measure SR-13: Construction & Demolition Waste Diversion

Measure T-2: Bicycle Parking

City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities

The City of Perris Good Neighbor Guidelines – (GNG 2020) for Siting New and/or Industrial Facilities identifies a number of goals and policies to reduce potential negative impacts on sensitive receptors. Many policies address the generation of air pollutant emissions at industrial facilities and would be applicable to the proposed project. While the policies do not directly address GHG emissions from industrial facilities, any of the policies that address emissions from internal combustion engines as well as energy demand would also address GHG emissions. The relevant policies for Air pollutant emissions are listed in the Air Quality section of this EIR.

4.7.4 Impact Thresholds and Significant Criteria

Significant Criteria

Based upon the criteria derived from Appendix G of the State CEQA Guidelines, the project would result in potentially significant impacts if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that could have a significant impact on the environment,
- Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing greenhouse gas emissions

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The amendments to the State CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions.

Methodology

Global climate change is, by definition, a cumulative impact of GHG emissions. Therefore, there is no project-level analysis. The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including worldwide GHG emissions from human activities which almost doubled between 1970 and 2010 from approximately 27 gigatons (Gt) of CO₂ per year to nearly 49 GtCO₂ per year.² As such, the geographic extent of climate change and GHG emissions cumulative impact discussion is worldwide.

The project's construction and operational emissions were calculated using the California Emissions Estimator Model version 2022.1 (CalEEMod). Details of the modeling assumptions and emission factors are provided in **Appendix C1: Air Quality and Greenhouse Gas Emissions Modeling Data**. For construction, CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. GHG emissions during construction were forecasted based on the proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod. The project's construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles.

The project's operations-related GHG emissions would be generated by vehicular traffic, off-road equipment, area sources (e.g., landscaping maintenance, consumer products), electrical generation, natural gas consumption, water supply and wastewater treatment, and solid waste. The increase of traffic over existing conditions as a result of the project was obtained from the Project's Transportation Analysis (see **Appendix K**) prepared by Kimley-Horn (May 2023). Project trip generation from the Transportation Analysis is based on the following Institute of Transportation Engineers (ITE) land use category:

- ITE Land Use 150: Warehousing

Truck mix percentages are based on the SCAQMD Truck Trip Generation Study applied to ITE truck percentages. Other operational emissions from area, energy, and stationary sources were quantified in CalEEMod based on land use activity data.

4.7.5 Impacts and Mitigation Measures

Impact 4.7-1 ***Would the project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?***

Level of Significance: Less than Significant

For GHG emissions and global warming, there is not, at this time, one established, universally agreed-upon "threshold of significance" by which to measure an impact. While CARB published some draft thresholds in 2008, they were never adopted, and CARB recommended that local air districts and lead agencies adopt their own thresholds for GHG impacts.

² Intergovernmental Panel on Climate Change, *Climate Change 2013 Mitigation of Climate Change Working Group III Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013.

In the absence of other thresholds of significance promulgated by the SCAQMD, the City of Perris has been using the SCAQMD's adopted 10,000 MTCO₂e per year threshold for industrial projects and the SCAQMD's draft thresholds for non-industrial projects for the purpose of evaluating the GHG impacts associated with proposed general development projects. The City's use of the 10,000 MTCO₂e per year threshold is also considered to be conservative since it is being applied to all of the GHG emissions generated by the project (i.e., area sources, energy sources, vehicular sources, solid waste sources, and water sources) whereas the SCAQMD's 10,000 MTCO₂e per year threshold applies only to the new stationary sources generated at industrial facilities.

Short-Term Construction Greenhouse Gas Emissions

The project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the project is depicted in *Table 4.7-2: Construction-Related Greenhouse Gas Emissions*.

Table 4.7-2: Construction-Related Greenhouse Gas Emissions

Category	MTCO ₂ e
2024 Construction	1,470
2025 Construction	175
<i>Total Construction Emissions</i>	<i>1,645</i>
30-Year Amortized Construction	54
Source: CalEEMod version 2022.1.1.13. Refer to Appendix C1 for model outputs.	

As shown, the project would result in the generation of approximately 1,645 MTCO₂e over the course of construction. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.³ The amortized project construction emissions would be approximately 54 MTCO₂e per year. Once construction is complete, the generation of these GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the project. GHG emissions would result from direct emissions such as project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the project, the emissions associated with solid waste generated from the project, and any fugitive refrigerants from air conditioning or refrigerators.

Total GHG emissions associated with the project are summarized in *Table 4.7-3: Project Greenhouse Gas Emissions*. As shown in *Table 4.7-3*, the project would generate approximately 5,427 MTCO₂e annually

³ The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, August 26, 2009).

from both construction and operations. Project-related GHG emissions would not exceed the 10,000 MTCO₂e per year threshold.

Table 4.7-3: Project Greenhouse Gas Emissions

Emissions Source	MTCO₂e per Year
Construction Amortized Over 30 Years	54
Area Source	13
Energy	1,477
Mobile	2,212
Generators	39
Off-Road Equipment ¹	1,041
Waste	189
Water and Wastewater	454
Total	5,479
<i>SCAQMD Threshold</i>	<i>10,000</i>
Exceeds Threshold?	No
Notes: 1. Off-road equipment includes emissions from diesel powered forklifts and yard trucks/hostlers. Source: CalEEMod version 2022.1.1.13. Refer to Appendix C1 for model outputs.	

It should also be noted, that the proposed warehouse will be required to meet the 2022 Title 24 Part 6 building standards that require all new structures to install enhanced insulation as well as require the installation of energy-efficient lighting and appliances and Section 19.69.030, Non-Residential Regulations of the City’s Development Code details a number of sustainability measures that must be incorporated into all new non-residential projects in the City and include requiring bicycle parking, providing shade trees in parking lots, and utilization of high-efficiency lighting in parking lots. For these reasons, a less than significant generation of greenhouse gas emissions would occur from construction and operation of the proposed project and no mitigation measures are required.

Impact 4.7-2 ***Would the project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?***

Level of Significance: Less than Significant

City of Perris Climate Action Plan Consistency

The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The City of Perris adopted the City of Perris Climate Action Plan (City’s Climate Action Plan), on February 23, 2016, that was prepared in order to meet the requirements of AB 32 and SB 375 and includes a GHG emissions inventory and details actions for the City to take to meet the GHG emissions reduction targets that the City committed to in the Western Riverside

Council of Governments Subregional Climate Action Plan, prepared September 2014. In addition to the City's Climate Action Plan, the City also prepared a Conservation Element that is part of the City's General Plan, that provides goals and policies related to sustainability.

The GHG reduction measures listed in both the City's Climate Action Plan and General Plan are limited to actions that the City will take to reduce GHG emissions created by activities within the City. The applicability of these plans to private development within the City is limited to the GHG reduction measures that are adopted in the City's Development Code. The applicable Section of the Development Code to the proposed project is Section 19.69.030, Non- Residential Regulations, which details a number of sustainability measures that must be incorporated into all new non-residential projects in the City and include requiring bicycle parking, providing shade trees in parking lots, and utilization of high-efficiency lighting in parking lots. Through implementation of the sustainability features that are required in Section 19.69.030 of the Municipal Code, the proposed project would not conflict with the applicable plans for reducing GHG emissions. Impacts would be less than significant.

Regional Transportation Plan/Sustainable Communities Strategy Consistency

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy [2020 RTP/SCS]). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and Federal Clean Air Act (FCAA) requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore project comparison to the RTP/SCS is an appropriate indicator of whether the project would inhibit the post-2020 GHG reduction goals promulgated by the state. The project's consistency with the RTP/SCS goals is

analyzed in detail in *Table 4.7-4: Regional Transportation Plan/Sustainable Communities Strategy Consistency*.

Table 4.7-4: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals	Compliance
<p>GOAL 1: Encourage regional economic prosperity and global competitiveness.</p>	<p>N/A: This is not a project-specific policy and is therefore not applicable. However, the project is located on a vacant site that is located near light industrial developments. Development of the site would contribute to regional economic prosperity.</p>
<p>GOAL 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.</p>	<p>N/A: This is not a transportation improvement project and is therefore not applicable.</p>
<p>GOAL 3: Enhance the preservation, security, and resilience of the regional transportation system.</p>	<p>N/A: This is not a transportation improvement project and is therefore not applicable.</p>
<p>GOAL 4: Increase person and goods movement and travel choices within the transportation system.</p>	<p>N/A: This is not a transportation improvement project and is therefore not applicable.</p>
<p>GOAL 5: Reduce greenhouse gas emissions and improve air quality.</p>	<p>N/A: The project is located within an urban area in proximity to existing arterial roads, freeways and railway. Location of the project within a developed area would reduce trip lengths, which would reduce GHG and air quality emissions.</p>
<p>GOAL 6: Support healthy and equitable communities</p>	<p>N/A: The project is not in the vicinity of residential communities and is within the Perris Valley Commerce Center Specific Plan (PVSP). The PVSP is designed to encourage a thoughtful mix of land uses that provide interrelated opportunities such as light industrial. Light industrial uses include manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing.</p>
<p>GOAL 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p>N/A: This is not a project-specific policy and is therefore not applicable.</p>
<p>GOAL 8: Leverage new transportation technologies and data-driven</p>	<p>N/A: This is not a project-specific policy and is therefore not applicable.</p>

	solutions that result in more efficient travel.	
GOAL 9:	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	N/A: The project involves development of a warehouse use and does not include housing.
GOAL 10:	Promote conservation of natural and agricultural lands and restoration of habitats.	N/A: The project is not located on agricultural or habitat lands.
Source: Southern California Association of Governments, <i>Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)</i> , 2020.		

The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in *Table 4.7-4*, the stated goals of the RTP/SCS are not applicable to the proposed project. Therefore, the proposed project would not result in any significant impacts or interfere with SCAG’s ability to achieve the region’s post-2020 mobile source GHG reduction targets.

Consistency with the CARB Scoping Plan

The 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The transportation, electricity, and industrial sectors are the largest GHG contributors in the State. The 2022 Scoping Plan plans to achieve the AB 1279 targets primarily through zero-emission transportation (e.g., electrifying cars, buses, trains, and trucks). Additional GHG reductions are achieved through decarbonizing the electricity and industrial sectors.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets regulation to deploy zero-electric vehicle buses and trucks. Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

As shown previously, a majority of the project’s GHG emissions are from energy and mobile sources which would be further reduced by the 2022 Scoping Plan measures described above. It should be noted that the City has no control over vehicle emissions. However, these emissions would decline in the future due to Statewide measures discussed above, as well as cleaner technology and fleet turnover. Several of the State’s plans and policies would contribute to a reduction in mobile source emissions from the project. These include the following:

- **CARB’s Advanced Clean Truck Regulation:** Adopted in June 2020, CARB’s Advanced Clean Truck Regulation requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8.
- **Executive Order N-79-20:** Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment “requiring increasing volumes” of new ZEVs “towards the target of 100 percent.”
- **CARB’s Mobile Source Strategy:** CARB’s Mobile Source Strategy takes an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California’s targets by increasing the adoption of ZEV buses and trucks.
- **CARB’s Sustainable Freight Action Plan:** The Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the project site and may include existing trucks or new trucks that are part of the statewide goods movement sector.
- **CARB’s Emissions Reduction Plan for Ports and Goods Movement:** CARB’s Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories.

While these measures are not directly applicable to the project, any commercial activity associated with goods movement would be required to comply with these measures as adopted. The project would not obstruct or interfere with efforts to increase ZEVs or State efforts to improve system efficiency. Compliance with applicable State standards (e.g., continuation of the Cap-and-Trade regulation; CARB’s Mobile Source Strategy, Sustainable Freight Action Plan, and Advanced Clean Truck Regulation; Executive Order N-79-20; SB 100/renewable electricity portfolio improvements that require 60 percent renewable electricity by 2030 and 100 percent renewable by 2045, etc.) would ensure consistency with State and regional GHG reduction planning efforts, including the 2022 Scoping Plan.

The project does not conflict with the applicable plans that are discussed above, would not conflict with statewide measures to obtain carbon neutrality by the year 2045, and therefore with respect to this particular threshold, the project does not have a significant impact.

Conclusion

As discussed above, the proposed project would not interfere with SCAG’s ability to achieve the region’s post-2020 mobile source GHG reduction targets. Additionally, project emissions would be indirectly reduced through the implementation of various Scoping Plan measures, such as the low carbon fuel standard, vehicle emissions standards, building energy efficiency standards, market-based mechanisms

(such as the cap-and-trade program) and the Renewable Portfolio Standard. Therefore, the project would not conflict with the Scoping Plan's recommended measures and, as such, would not impede implementation of the Scoping Plan. As such, impacts related to consistency with the Scoping Plan would be less than significant.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the project would benefit from implementation of current and potential future regulations (e.g., improvements in vehicle emissions, SB 100/renewable electricity portfolio improvements, etc.) enacted to meet an 80 percent reduction below 1990 levels by 2050.

The project would not conflict with any applicable plan, policy, or regulation of an agency adopted for reducing the emissions of GHGs because the project would generate GHGs below the applicable threshold, and would not impede implementation of the Scoping Plan, or conflict with the policies of the Scoping Plan or any other GHG reduction plan. Therefore, the impacts would be less than significant.

4.7.6 Cumulative Impacts

Cumulative Setting

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have much longer atmospheric lifetimes of one year to several thousand years that allow them to be dispersed around the globe.

Cumulative Impacts

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the project as well as other cumulative related projects would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As shown in above tables, the project would not conflict with the City's Climate Action Plan, the RTP/SCS, or the CARB Scoping Plan. Therefore, the project's cumulative contribution of GHG emissions would be less than significant and the project's cumulative GHG impacts would also be less than cumulatively considerable.

4.7.7 Significant Unavoidable Impacts

No significant and unavoidable impacts would occur.

4.7.8 References

- California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, 2017.
- City of Perris, *General Plan Conservation Element*, July 2005.
- City of Perris, *Climate Action Plan*, February 2016.
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- National Research Council, *Advancing the Science of Climate Change*, 2010.
- State of California, *Code of Regulations Section 15065.5a*, 2018.
- Southern California Association of Governments, *2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)*, 2020.
- South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15*, 2010.
- South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds*, March 2023.
- Kimley-Horn, *Trip Transportation Analysis for the Proposed Newcastle Ellis Avenue Warehouse Project*, May 2023.
- U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018.
- U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, 2010.
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4.8 HAZARDS AND HAZARDOUS MATERIALS

4.8.1 Introduction

A Phase I Environmental Site Assessment (Phase I ESA), dated May 2022, and a Soil Sampling and Analysis Report, dated June 2022, were prepared by Haley & Aldrich, Inc. to address potential impacts concerning Hazards and Hazardous Materials associated with project implementation. The following discussion is based on the Phase I ESA and Soil Sampling and Analysis Report, and the full reports are included as **Appendices H1** and **H2** of this EIR.

4.8.2 Environmental Setting

Historical and Current Use of Project Site and Adjacent Properties

Based on a review of historic aerial imagery, the project site has historically been vacant, undeveloped land and may have been used for cultivation of hay or grain products in the 1930s through the 1950s. Hay bales were observed in aerial photographs, but no additional signs of agricultural production. From the 1960s until the present day, the project site has been vacant, undeveloped land. An area of apparent deposited soil appeared to be stockpiled on the project site in 2006 and is further described below.

Like the project site, the area around the project site was also characterized by vacant undeveloped land from at least the 1930s through the 2000s, with the exception of parcels located west of the project site, which were developed in the 1990s. Since 1992, City directories identify occupants of commercial buildings to the west as a range of commercial and manufacturing uses. By 2016, the property to the east of the project site was developed with the Action Star Games Paintball Park. Properties to the north and south remain vacant and undeveloped.

No above ground storage tanks (ASTs), evidence of underground storage tanks (USTs), or large quantities of possible hazardous materials or wastes were noted being stored within the project site or surrounding properties.

On-Site Sources of Contamination

An electronic database service¹ was used to complete an environmental records review for the project site. The search was used to identify properties that may be listed in agency records, located within the ASTM-specified appropriate minimum search distances. The project site was not listed on any databases and no other sites within the project vicinity were found to be listed within the search distance.

A records search of the County of Riverside Department of Environmental Health, Regional Water Quality Control Board's Geotracker database, and State of California Department of Toxic Substances Control's Envirostor database found no record of the project site or adjoining properties pertaining to open cases of leaking underground storage tanks (LUSTs), toxic releases, or site cleanup requirements.

¹ Examples of electronic database services are EDR/Lightbox and ERIS.

While several sites in the project vicinity were listed in the database report or identified in the regulatory records review, due to their location with respect to the project site (separated by a hydrologic barrier, distance from the site, subsurface utilities, building levels, etc.), or their status (closed out release, etc.), several of the sites are not likely to adversely affect the project site.

As part of the Phase I ESA prepared for the proposed project site, a site reconnaissance was conducted on March 14, 2022. An area of unknown deposited soil, approximately 200 feet by 200 feet and ranging in height from 2 to 5 feet was observed at the northeastern corner of the project site. Discoloration or debris were not observed in the deposited soil during the site visit. Based on a review of historical photographs available on Google Earth, the soil appeared to have been deposited between 2003 and 2006.

Soil Sampling and Analysis

Hayley & Aldrich, Inc. prepared a Soil Sampling and Analysis Report to determine whether the unknown deposited soil was suitable to remain on-site or if it should be transported off-site for proper disposal. Samples were collected on April 14, 2022 from four locations within the top foot of soil. Metals, one volatile organic compound (acetone), and three organochlorine pesticides were detected in the soil samples.

The analytical results were first compared to California Department of Toxic Substances Control (DTSC) screening levels for commercial/industrial land use (DTSC-SLs). Detected chemical concentrations were less than DTSC-SLs by over an order of magnitude, with the exception of arsenic, which was detected at a concentration greater than its DTSC-SL. Based on the apparently elevated arsenic concentrations, the Soil Sampling and Analysis Report recommends that the unknown deposited soil be removed from the project site and disposed of at an appropriately regulated landfill.

The detected concentrations were then compared to federal and state hazardous waste criteria to identify whether the soil may be considered a non-hazardous waste, a California hazardous waste or federal Resource Conservation and Recovery Act hazardous waste if removed from the project site. The detected soil concentrations were less than state and federal hazardous waste criteria and would, therefore, be considered non-hazardous waste for off-site disposal to a regulated landfill.

4.8.3 Regulatory Setting

Federal

Resource Conservation and Recovery Act of 1976 (42 USC 6901 et seq.)

The Resource Conservation and Recovery Act (RCRA) grants authority to the U.S. Environmental Protection Agency (USEPA) to control hazardous waste from start to finish. This covers the production, transportation, treatment, storage, and disposal of hazardous waste. The RCRA also sets forth a framework for the management of non-hazardous solid waste. The RCRA allows individual states to develop their own programs for the regulation of hazardous waste as long as they are at least as stringent as the RCRA. The State has developed the California Hazardous Waste Control Law (Health and Safety Code [HSC] sec. 25100 et. Seq. And 22 California Code of Regulations [CCR] sec. 66260.1 et seq.) and the USEPA has delegated authority for RCRA enforcement to the State. Primary authority for the Statewide

administration and enforcement of HWCL rests with California Environmental Protection Agency's (CalEPA) DTSC.

The RCRA was amended in 1984 by the Hazardous and Solid Waste Act, which affirmed and extended the "cradle to grave" system of regulating hazardous wastes. The 1986 amendments to the RCRA enabled the USEPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

Occupational Safety and Health Act of 1970

The Occupational Safety and Health Act of 1970, which is implemented by the federal Occupational Safety and Health Administration (OSHA), contains provisions with respect to hazardous materials handling. OSHA requirements, as set forth in 29 Code of Federal Regulations (CFR) Section 1910, et. seq., are designed to promote worker safety, worker training, and a worker's right-to-know. The U.S. Department of Labor has delegated the authority to administer OSHA regulations to the State of California. The California OSHA program (Cal/OSHA) (codified in the CCR, Title 8, or 8 CCR generally and in the Labor Code secs. 6300-6719) is administered and enforced by the Division of Occupational Safety and Health (DOSH). Cal/OSHA requires employers to implement a comprehensive, written Injury and Illness Prevention Program (IIPP) for potential workplace hazards, including those associated with hazardous materials.

Comprehensive Environmental Response, Compensation, and Liability Act/ Superfund Amendments and Reauthorization Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law (U.S. Code Title 42, Chapter 103) provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites; provides for liability of persons responsible for releases of hazardous waste at these sites; and establishes a trust fund to provide for cleanup when no responsible party can be identified. CERCLA also enables the revision of the National Contingency Plan (NCP). The NCP (Title 40, CFR, Part 300) provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, and/or contaminants. The NCP also established the National Priorities List. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) and the National Priorities List

The USEPA also maintains the Comprehensive Environmental Response Compensation (CERCLIS) and Liability Information System list. This list contains sites that are either proposed to be or on the National Priorities List (NPL), as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The NPL is a list of the worst hazardous waste sites that have been identified by Superfund. There are no NPL sites within the project site.

Emergency Planning and Community Right-to-Know Act

The federal Emergency Planning and Community Right-To-Know Act (EPCRA) was enacted to inform communities and residents of chemical hazards in their area. Businesses are required to report the locations and quantities of chemicals stored on-site to both State and local agencies. EPCRA requires the USEPA to maintain and publish a digital database list of toxic chemical releases and other waste management activities reported by certain industry groups and federal facilities. This database, known as the Toxic Release Inventory, gives the community more power to hold companies accountable for their chemical management.

Hazardous Materials Transportation Act

The U.S. Department of Transportation (DOT) receives authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act, as amended and codified (49 USC 5101 et seq.). The DOT is the primary regulatory authority for the interstate transport of hazardous materials and establishes regulations for safe handling procedures (i.e., packaging, marking, labeling and routing).

In California, Section 31303 of the California Vehicle Code states that any hazardous material being moved from one location to another must use the route with the least travel time. This, in practice, means major roads and highways, although secondary roads are permitted to be used for local delivery. These policies are enforced by both the California Highway Patrol and the California Department of Transportation (Caltrans).

Clean Water Act/ Spill Prevention, Control and Countermeasure (SPCC) Rule

The Clean Water Act (CWA) (33 USC Section 1251 et seq.) was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and certain non-point source discharges to surface water. Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA Section 402). In California, NPDES permitting authority is delegated to, and administered by, the nine Regional Water Quality Control Boards (RWQCBs). The project site is within the jurisdiction of the Santa Ana RWQCB.

Section 402 of the CWA authorizes the California State Water Resources Control Board (SWRCB) to issue NPDES General Construction Storm Water Permit (Water Quality Order 99-08-DWQ), referred to as the "General Construction Permit."

Construction activities can comply with and be covered under the General Construction Permit provided that they:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving off-site into receiving waters

- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the nation; and
- Perform inspections of all BMPs.

NPDES regulations are administered by the Santa Ana RWQCB. Projects that disturb one or more acres are required to obtain NPDES coverage under the Construction General Permits.

National Fire Protection Association

The National Fire Protection Association (NFPA) provides codes and standards, research, trainings, and education for fire protection. The NFPA publishes more than 300 codes and standards intended to minimize the possibility and effects of fire and other risks. The NFPA standards are recommended guidelines and nationally accepted good practices in fire protection. Specific codes of the NFPA are typically implemented through the California Fire Code (CFC) or at the local level through the respective county or city.

State

California Environmental Protection Agency

CalEPA has jurisdiction over hazardous materials and wastes at the State level. CalEPA and the SWRCB establish rules governing the use of hazardous materials and the management of hazardous waste. DTSC is the department of CalEPA responsible for implementing and enforcing California's own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. DTSC regulates hazardous waste in California primarily under the authority of the federal and the California HSC (primarily Division 20, Chapters 6.5 through 10.6, and Title 22, Division 4.5). Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and regulate a larger number of chemicals. Hazardous wastes regulated by California but not by the USEPA are called "non-RCRA hazardous wastes." Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

Government Code Section 65962.5 (Cortese List)

Government Code Section 65962.5, amended in 1992, requires CalEPA to develop and update annually the Hazardous Waste and Substances Sites (Cortese) List, which is a list of DTSC-listed hazardous waste facilities and sites, Department of Health Services lists of contaminated drinking water wells, sites listed by the SWRCB as having UST leaks and have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material. The Cortese List is a planning document used by the State, local agencies, and developers to comply with the California Environmental Quality Act (CEQA) requirements in providing information about the location of hazardous materials release site. Enforcement of directives from DTSC is handled at the local level, in this case the Riverside County Department of Environmental Health (DEH). The RWQCB also has the authority to implement regulations regarding the management of soil and groundwater investigation.

CalFire Strategic Fire Plan 2019

CalFire uses this plan to direct and guide its fire management activities for the State Responsibility Area (SRA) throughout California. CalFire's mission is to serve and safeguard the people and protect the property and resources of California. CalFire responds to emergencies such as fires of all types, vehicle accidents, floods, earthquakes, hazardous material spills, and others within the SRA. CalFire provides direction for fire prevention using fire resource assessments, a variety of available data, mapping and other tools. The plan emphasizes "pre-fire" management, which is a process to assess alternatives to protect assets from unacceptable risk of wildland fire damage and focus on those actions that can be taken in advance of a wildland fire to potentially reduce the severity of the fire and ensure safety. Pre-fire management activities include prescribed burning, fuel breaks, forest health treatments and removal of hazardous vegetation.

CalFire has mapped fire threat potential throughout California. It ranks fire threats based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The rankings include no fire threat, moderate, high, and very high fire threat.

California Fire Code

Title 24 of the CCR, also known as the California Building Standards Code, contains the CFC, included as Title 24, Part 9. The CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution.

Hazardous Materials Release Response Plans and Inventory Act of 1985

The California HSC, Division 20, Chapter 6.95, known as the Hazardous Materials Release Response Plans and Inventory Act or the Business Plan Act, requires businesses using hazardous materials to prepare a plan that describes their facilities, inventories, emergency response plans, and training programs. Businesses must submit this information to the County DEH. The DEH verifies the information and provides it to agencies responsible for protection of public health and safety and the environment. Business Plans are required to include emergency response plans and procedures in the event of a reportable release or threatened release of a hazardous material, including, but not limited to, all of the following:

- Immediate notification to the administering agency and to the appropriate local emergency rescue personnel.
- Procedures for the mitigation of a release or threatened release to minimize any potential harm or damage to persons, property, or the environment.
- Evacuation plans and procedures, including immediate notice, for the business site.

Business Plans are also required to include training for all new employees, and annual training, including refresher courses, for all employees in safety procedures in the event of a release or threatened release of a hazardous material.

Hazardous Waste Control Act

The Hazardous Waste Control Act created the State hazardous waste management program, which is similar to but more stringent than the federal RCRA program. The act is implemented by regulations contained in Title 26 of the CCR, which describes the following required aspects for the proper management of hazardous waste:

- identification and classification;
- generation and transportation;
- design and permitting of recycling, treatment, storage, and disposal facilities;
- treatment standards;
- operation of facilities and staff training; and
- closure of facilities and liability requirements.

These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and Title 26, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with the DTSC.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) required the administrative consolidation of six hazardous materials and waste programs (Program Elements) under one agency, a Certified Unified Program Agency (CUPA). The Program Elements consolidated under the Unified Program are Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs (“Tiered Permitting”); Aboveground Petroleum Storage Tank SPCC; Hazardous Materials Release Response Plans and Inventory Program (a.k.a. Hazardous Materials Disclosure or “Community-Right-To-Know”); California Accidental Release Prevention Program (Cal ARP); Underground Storage Tank (UST) Program; and Uniform Fire Code Plans and Inventory Requirements.

The Unified Program is intended to provide relief to businesses complying with the overlapping and sometimes conflicting requirements of formerly independently managed programs. The Unified Program is implemented at the local government level by CUPAs. Most CUPAs have been established as a function of a local environmental health or fire department. Some CUPAs have contractual agreements with another local agency, a participating agency, which implements one or more Program Elements in coordination with the CUPA. The project site is in Riverside County. The CUPA designated for Riverside County is the Hazardous Materials Division of the Riverside County Fire Department.

Department of Toxic Substance Control

The DTSC is a department of CalEPA and is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. The DTSC regulates hazardous waste in California primarily under the authority of the federal

RCRA and the California HSC (primarily Division 20, Chapters 6.5 through 10.6, and Title 22, Division 4.5). Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites; Department of Health Services lists of contaminated drinking water wells; sites listed by the SWRCB as having UST leaks and have had a discharge of hazardous wastes or materials into the water or groundwater; and lists from local regulatory agencies of sites that have had a known migration of hazardous wastes and/or materials.

California Office of Emergency Services

To protect the public health and safety and the environment, the California Office of Emergency Services is responsible for establishing and managing statewide standards for business and area plans relating to the handling and release or threatened release of hazardous materials. Basic information on hazardous materials handled, used, stored, or disposed of (including location, type, quantity, and health risks) needs to be available to firefighters, public safety officers, and regulatory agencies. The information must be included in these institutions' business plans to prevent or mitigate the damage to the health and safety of persons and the environment from the release or threatened release of these materials into the workplace and environment.

These regulations are covered under Chapter 6.95 of the California HSC Article 1 – Hazardous Materials Release Response and Inventory Program (§§25500 to 25520) and Article 2 – Hazardous Materials Management (§§25531 to 25543.3). CCR Title 19, Public Safety, Division 2, Office of Emergency Services, Chapter 4 – Hazardous Material Release Reporting, Inventory, and Response Plans, Article 4 (Minimum Standards for Business Plans) establishes minimum statewide standards for Hazardous Materials Business Plans (HMBP). These plans shall include the following: (1) a hazardous material inventory in accordance with Sections 2729.2 to 2729.7; (2) emergency response plans and procedures in accordance with Section 2731; and (3) training program information in accordance with Section 2732. Business plans contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the State. Each business shall prepare a HMBP if that business uses, handles, or stores a hazardous material or an extremely hazardous material in quantities greater than or equal to the following: 500 pounds of a solid substance, 55 gallons of a liquid, 200 cubic feet of compressed gas, a hazardous compressed gas in any amount, or hazardous waste in any quantity.

California Emergency Services Act. Government Code 8550–8692

Government Code Section 8550–8692 provides for the assignment of functions to be performed by various agencies during an emergency so that the most effective use may be made of all manpower, resources, and facilities for dealing with any emergency that may occur. The coordination of all emergency services is recognized by the State to mitigate the effects of natural, man-made, or war-caused emergencies which result in conditions of disaster or extreme peril to life, property, and the resources of the State, and generally, to protect the health and safety and preserve the lives and property of the people of the State.

Title 8, California Code of Regulations, Section 2700 et seq., “High Voltage Safety Orders”

Title 8 of the CCR specifies requirements and minimum standards for safety when installing, operating, working around, and maintaining electrical installations and equipment.

Title 14, California Code of Regulations, Sections 1250-1258, “Fire Prevention Standards for Electric Utilities”

Title 14 of the CCR provides specific exemptions from electric pole and tower firebreak. Title 14 also provides conductor clearance standards and specifies when and where standards apply. These standards address hazards that could be caused by sparks from conductors of overhead lines, or that could result from direct contact between the line and combustible objects.

Local***Riverside County Airport Land Use Compatibility Plan***

The Perris Valley Airport does not have a master plan as a result of it being privately owned. However, an Airport Land Use Compatibility Plan has been developed for the airport and is part of the Riverside County Airport Land Use Compatibility Plan Policy Document which establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. This plan was adopted in March 2011 and is in its most current version. The plan consists of an Airport Influence Area Boundary which also has six different zones. These consist of Zones A, B1, B2, C, D, and E. Each zone comes with limits to development with Zones D and E being the least restrictive.

The proposed project area is within Zone D with the entire area well within the Airport Influence Area Boundary. Zone D is defined as the primary traffic patterns and runway buffer area. Additionally, the limitations for development, or prohibitions, in Zone D consist of no development of highly noise-sensitive outdoor nonresidential uses and any development that is hazardous to flight. There are other development conditions within Zone D. These consist of a required airspace review for objects taller than 70 feet, the discouragement of the development of children’s schools, hospitals, and nursing homes, and a deed notice is required and at least 10% of the area of the proposed project site within Zone D will need to be open space.

March Air Reserve Base/Inland Port Airport

March Air Reserve Base/Inland Port Airport is a United States Air Force facility that is located outside the city limits of the City of Perris. Specifically, it borders the northern part of the City of Perris. Much like the Perris Valley Airport, MARB/IPA does have a Land Use Compatibility Plan called the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP) which was adopted on November 13, 2014. The Air Installations Compatible Use Zones (AICUZ) Study for March Air Reserve Base was updated in 2018.

The proposed project site is located in the land use compatibility zone, Zone E. Zone E has no restrictions and only requires the notification of any real estate transactions regarding residential property.

City of Perris General Plan Safety Element

Goal S-2 **A community designed to effectively respond to emergencies and ensure the safety of residents and businesses.**

Policy S-2.1 Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.

Policy S-2.2 Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of “infrastructure Concept Plans” in the Land Use Element.

Policy S-2.3 Primary access routes shall be completed prior to the first certificate of occupancy in developments located in outlying areas of the City.

Policy S-2.5 Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.

Goal S-5 **A community prioritizing fire hazard reduction and mitigation for residents, businesses and visitors.**

Policy S-5.3 Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.

Policy S-5.6 All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.

Goal S-8 **Built and natural environments protected from exposure to hazardous materials.**

Policy S-8.1 Coordinate with Riverside County Fire Department to ensure commercial and industrial activities comply with all federal, state, county, and local laws regulating hazardous materials waste.

Policy S-8.2 Ensure that the transport, use, storage, and disposal of hazardous materials occur in a responsible manner that protects public health and safety.

4.8.4 Impact Thresholds and Significance Criteria

Significance Criteria

Based upon the criteria derived from Appendix G of the State CEQA Guidelines, the project would result in potentially significant impacts if it would:

- Create a significant hazard to the public or the environment through the release of hazardous materials,
- 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,

- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (*see Effects Found Not to be Significant, Section 7.0 of this Draft EIR*),
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment (*see Effects Found Not to be Significant, Section 7.0 of this Draft EIR*),
- 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,
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan,
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires (*see Effects Found Not to be Significant, Section 7.0 of this Draft EIR*).

Methodology

The following discussion and analysis are based on the Phase I ESA and Soil Sampling and Analysis Report, which are included as **Appendices H1** and **H2**.

4.8.5 Impacts and Mitigation Measures

Impact 4.8-1 ***Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Level of Significance: Less Than Significant Impact

The project site has been vacant and undeveloped, with limited evidence of grain/hay-related agriculture on site. However, due to the presence of an unknown deposited soil, the Phase I ESA recommended further soil sampling to determine whether the soil should remain on-site or be removed and properly disposed of off-site. As discussed above, based on the results of the Soil Sampling Analysis Report, the unknown deposited soil concentrations were less than the state and federal hazardous waste criteria, with the exception of arsenic. This sample was further analyzed and results indicated a soluble arsenic concentration less than the laboratory detection limit of 2 milligrams per liter, which is less than the California Soluble Threshold Limit Concentration of 5 milligrams per liter. As such, the unknown deposited soil is likely not a California hazardous waste and could be disposed of at a regulated landfill. The stockpiled soils have since been removed from the project site and taken to a facility that accepts contaminated soils. As such, the stockpiled soils are no longer at the project site and there is no safety risk to exposure of on-site personnel during construction activities.

Additionally, compliance with applicable federal, local, and State requirements would ensure no significant hazards to the public or the environment are created through the routine transport, use, or disposal of hazardous materials. All construction would occur within the project site and any impacts as a result of the transport, use, or disposal of hazardous materials during construction would be temporary. Construction related impacts would be less than significant.

The proposed project would result in the development and operation of an industrial warehouse and distribution facility, programmed and designed for logistics, warehouse/distribution, wholesaling, and light industrial services. The proposed project is not programmed, designed, or anticipated to be used as a facility that would require the routine transport, use, or disposal of hazardous materials. The project would be required to comply with the requirements of the zoning designation for the project site. End uses may include the use and storage of cleaning supplies and maintenance chemicals in small quantities, similar to other businesses nearby and would not generate substantial hazardous emissions or chemical releases that would affect surrounding uses. Additionally, any materials and substances used by the end user of the project would be subject to applicable health and safety requirements. Compliance with applicable federal, local, and State requirements and the zoning of the project site would ensure no significant hazards to the public or the environment are created through the routine transport, use, or disposal of hazardous materials. Thus, the operational impacts of the project would be less than significant.

Impact 4.8-2 *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?*

Level of Significance: Less Than Significant Impact

The project is not anticipated to result in a release of hazardous materials into the environment. The proposed facility would be expected to use limited hazardous materials and substances such as cleaners, paints, solvents; and fertilizers and pesticides for site landscaping typical of warehouse uses. All materials and substances would be subject to applicable health and safety requirements.

Based on review of historic site uses and site reconnaissance conducted in 2022, the Phase I ESA and subsequent Soil Sampling and Analysis Report determined that no vapor intrusion conditions were identified on-site and that no RECs, Historic RECs, or current RECs exist within the project site. The stockpiled soils have since been removed from the project site and taken to a facility that accepts contaminated soils. As such, the stockpiled soils are no longer at the project site and there is no safety risk to exposure of on-site personnel during construction activities.

As discussed above, the proposed project is neither programmed, designed, nor anticipated to be used as a facility that would require the use or storage of hazardous materials, nor does the project site zoning allow for the development of a hazardous materials storage or waste facility. All materials and substances used on the site would be subject to applicable health and safety requirements. Therefore, the operational impacts of the project would be less than significant.

Impact 4.8-3 *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?*

Level of Significance: Less Than Significant Impact

The closest airport to the project site is the Perris Valley Airport, located approximately 0.5 mile southwest of the project site. The Perris Valley Airport is a privately-owned, public-use airport, primarily used for

skydiving and ballooning. As shown in Map PV-1 of the Perris Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone E, defined as ‘other airport environs’ and does not have a limit on development intensities. Projects are subject to disclosure only. The proposed project would not conflict with the development conditions for Zone E.

MARB/IPA is located approximately 7.5 miles northwest of the project site. MARB/IPA consists of two runways, a primary runway for public use and a second runway limited to military-related aircrafts. As shown in Map MA-1 of the MARB/IPA ALUCP, the project site is located within Compatibility Zones D and E. Compatibility Zone D is defined as a ‘flight corridor buffer’ and does not have a limit on development intensities. Projects are subject to deed notice and disclosure, and major spectator-oriented uses are discouraged. The proposed project would not conflict with the development conditions for Zones D or E.

In addition, the project would not be subject to FAA airspace safety review because the project site does not lie within FAR Part 77 surfaces. Additionally, the project site is located outside of the 65 dBA CNEL noise contours for both airports. Accordingly, the project would not result in a safety hazard or excessive noise for people working in the project area. As such, the potential impacts to the project site and the project would be less than significant.

Impact 4.8-4 ***Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Level of Significance: Less Than Significant Impact

Implementation of the project would not impair or physically interfere with an adopted emergency response or evacuation plan. The City of Perris Emergency Operations Plan (EOP) was prepared by the City to describe its response to emergency situations associated with natural- and human- cause hazards that threaten the City. The EOP informs the City’s emergency management strategies, typically organized under four categories: mitigation, preparedness, response and recovery. The EOP, in conjunction with the Local Hazard Mitigation Plan (LHMP), identify and recommend policy and procedural actions to reduce risks associated with hazards. No revisions to the EOP or LHMP would be required as a result of the proposed project.

Construction of the proposed project could require temporary detours; however, primary access to all major roads would be maintained during construction of the proposed project. Further, circulation paths would be required to comply with all emergency-access related development standards. Additionally, the project would be reviewed for conformance with all applicable Fire Code and Building Code requirements during the building permit stage. Therefore, a less than significant impact would occur.

4.8.6 Cumulative Impacts

The proposed project would not include the use of any acutely hazardous materials and all other potentially hazardous materials, such as cleaners, solvents, and fuels, would be stored and used by the project in accordance with all applicable safe handling requirements. All potentially hazardous materials are common use items and do not represent a substantial hazardous materials risk. All project-related construction would be conducted in accordance with applicable standards and safe handling procedures. Other projects in vicinity of the project site would also have to conform with applicable safe handling requirements for hazardous and potentially hazardous materials. These projects would also conform to

applicable standards related to the Perris Valley Airport and MARB/IPA, and the City's EOP and LHMP, and also would undergo the planning and review process prior to any approval by the City. Therefore, taken in conjunction with past, present, and reasonably foreseeable projects, the proposed project would not make a cumulatively considerable contribution to hazards and hazardous material impacts. Cumulative impacts would be less than significant.

4.8.7 Significant Unavoidable Impacts

No significant and unavoidable impacts would occur.

4.8.8 References

CALFIRE, 2010, *Very High Fire Hazard Severity Zones in LRA*, Available at

https://osfm.fire.ca.gov/media/6754/fhszl_map60.pdf, Accessed June 27, 2023

California Department of Toxic Substances Control, *Cortese List*, Available at

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City of Perris, 2021, *General Plan Safety Element*, Available at

<https://www.cityofperris.org/home/showpublisheddocument/15024/637807110903270000>,
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Haley Aldrich, 2022, *Phase I Environmental Site Assessment*, Attached as **Appendix H1**

Haley Aldrich, 2022, *Unknown Deposited Soil Sampling and Analysis Report*, Attached as **Appendix H2**

Mead & Hunt, 2014, *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan*, Available

at <https://rcaluc.org/sites/g/files/aldnop421/files/migrated/Portals-13-17-20--20Vol.-201-20March-20Air-20Reserve-20Base-20Final.pdf>, Accessed June 27, 2023.

Riverside County Airport Land Use Commission, 2011. *Perris Valley Airport Land Use Compatibility Plan*.

Available at: [https://www.rcaluc.org/Portals/13/19%20-%20Vol.%201%20Perris%20Valley%20\(Final-Mar.2011\).pdf?ver=2016-08-15-155627-183](https://www.rcaluc.org/Portals/13/19%20-%20Vol.%201%20Perris%20Valley%20(Final-Mar.2011).pdf?ver=2016-08-15-155627-183).
Accessed June 14, 2023.

4.9 HYDROLOGY AND WATER QUALITY

4.9.1 Introduction

This section of the EIR describes the hydrologic characteristics of the project site and potential hydrology and water quality impacts associated with construction and operation of the proposed project. The analysis in this section is based on the Preliminary Drainage Study (Hydrology and Hydraulics) (**Appendix I** SDH & Associates, Inc., 2022) prepared for the proposed project, as well as publicly available resources provided by entities such as the State Water Resources Control Board.

4.9.2 Environmental Setting

The City of Perris is located within the San Jacinto River Watershed, which drains an approximately 540-square-mile area of western Riverside County. The San Jacinto River flows from the San Jacinto Mountains, across the San Jacinto Valley, through the City of Perris, to Railroad Canyon Reservoir, and finally to its terminus in Lake Elsinore, southwest of Perris. Several tributaries flow into the San Jacinto River upstream of the City of Perris. These drainages include Poppet, Potrero, Laborde, Lamb, and Jackrabbit Creeks, which are ephemeral streams associated with major canyons of the San Jacinto Mountain Range.

The only major tributary to the San Jacinto River within the City of Perris is the 250-foot-wide, earthen Perris Valley Storm Channel (PVSC), which drains an approximately 38-square mile area that includes the City of Perris, the City of Moreno Valley, and March Air Reserve Base/Inland Port Airport (unincorporated Riverside County). The channel flows from north to south through southern Moreno Valley and Perris Valley before converging with the San Jacinto River.

Groundwater

The Water Quality Control Plan (WQCP) for the Santa Ana River Basin divides the San Jacinto Watershed into 14 groundwater subbasins. The City of Perris lies above the Perris South I, Perris South II, and Perris South III sub-basins. The Santa Ana Watershed Project Authority combines these three sub-basins into two groundwater management zones, referred to as Perris North and Perris South.

Groundwater quality in the Perris sub-basin is generally of poor quality due to high concentrations of Total Dissolved Solids (TDS) and nutrients resulting from past and present agricultural runoff. Due to high TDS and nutrient levels, groundwater is no longer used for domestic purposes and only partially used to meet agricultural demand. The Eastern Municipal Water District supplements agricultural needs with low TDS water imported from the State Water Project. The project site is not located in an area of the City that is underlain by either the Perris North or Perris South groundwater management zones.

On January 1, 2015, the Sustainable Groundwater Management Act (SGMA) was adopted. The SGMA establishes a robust framework for the sustainable management of groundwater resources in California. This act requires that a Groundwater Sustainability Agency (GSA) must be formed, and the GSA is to develop, implement and enforce a groundwater sustainability plan. The first Subbasin Annual Report was submitted on April 1, 2022, to the Department of Water Resources. The report describes the subbasin

setting and groundwater conditions, as well as monitoring activities. Overall, the San Jacinto River Basin is a high priority subbasin, subject to the SGMA.

A site-specific geotechnical analysis of the project site did not locate groundwater beneath the project site at depth of less than 50 feet. Twenty boring samples were taken between depth of 5 to 50 feet with no groundwater being encountered.

Surface Water

Water quality in the San Jacinto River Watershed is affected by urban and agricultural runoff from areas upstream and outside of the City. Sources of urban runoff in the City include residential, commercial, office, industrial, agricultural, and other forms of urban development (public, parks, recreation, and open space). The ambient water quality of local runoff ranges from nearly drinking water quality to highly contaminated with petroleum products, surfactants, fertilizers, sediment, trash, heavy metals, nutrients, pathogens and pesticides.

The San Jacinto River Watershed falls under the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). As a matter of course, the RWQCB sets water quality objectives and beneficial uses in the WQCP for the Santa Ana River Basin (Basin Plan). These water quality objectives are intended for the reasonable protection of the present and probable beneficial uses of California inland water bodies including bays, estuaries, and groundwater.

The San Jacinto River is not listed on the 2002 list of Clean Water Act 303(d) impaired water bodies. However, Canyon Lake and Lake Elsinore, downstream of the City of Perris, are listed for excessive nutrients/pathogens and nutrients/sediment/unknown toxicity, respectively. As a result, the Regional Board is expected to establish Total Maximum Daily Loads (TMDLs) for these two impaired water bodies by 2004. In the meantime, the Regional Board adopted a separate San Jacinto Watershed Construction Activities Permit to regulate pollutants in stormwater and nuisance discharges associated with new developments to surface waters from areas tributary to Lake Elsinore and Canyon Lake (San Jacinto Watershed). No surface water quality monitoring data was readily available for the City of Perris. Water quality sampling within the San Jacinto River conducted by the Riverside County Flood Control and Water Conservation District has not detected significant pollutant levels within the City of Perris.

4.9.3 Regulatory Setting

Federal

Federal Clean Water Act

Future housing development facilitated by the Project would be subject to federal permit requirements under the Federal Clean Water Act (CWA). The primary goals of the CWA are to maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality

standards, pretreatment standards, antidegradation policy, nonpoint source discharge programs, and wetlands protection. The United States Environmental Protection Agency (U.S. EPA) has delegated the administrative responsibility for portions of the CWA to state and regional agencies. In California, the State Water Quality Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the RWQCB to preserve, protect, enhance, and restore water quality.

Under the NPDES permit program, the U.S. EPA establishes regulations for discharging stormwater by municipal and industrial facilities and construction activities. Section 402 of the CWA prohibits the discharge of pollutants into Waters of the United States from any point source unless the discharge is in compliance with an NPDES Permit.

The Anti-degradation Policy under the U.S. EPA's Water Quality Standards Regulations (48 F.R. 51400, 40 CFR 131.12, November 8, 1983), requires states and tribes to establish a three-tiered anti-degradation program to prevent a decrease in water quality standards.

- Tier 1—Maintains and protects existing uses and water quality conditions that support such uses. Tier 1 is applicable to all surface waters.
- Tier 2—Maintains and protects “high quality” waters where existing conditions are better than necessary to support “fishable/swimmable” waters. Water quality can be lowered in such waters but not to the point at which it would interfere with existing or designated uses.
- Tier 3—Maintains and protects water quality in outstanding national resource waters. Water quality cannot be lowered in such waters except for certain temporary changes.

Anti-degradation was explicitly incorporated into the federal CWA through 1987 amendments, codified in §303(d)(4)(B), requiring satisfaction of anti-degradation requirements before making certain changes in NPDES permits.

Section 303(d) of the CWA requires the SWRCB to list impaired water bodies that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes. The law requires that these jurisdictions establish priority rankings for waters on the lists and develop Total Maximum Daily Loads (TMDL) for these waters.

Section 404 of the CWA is administered and enforced by the U.S. Army Corps of Engineers (USACE). Section 404 establishes a program to regulate the discharge of dredged and fill material into Waters of the United States, including wetlands and coastal areas below the mean high tide. USACE administers the day-to-day program, and reviews and considers individual permit decisions and jurisdictional determinations. USACE also develops policy and guidance and enforces Section 404 provisions.

Federal Emergency Management Agency and Flood Plain Management

The Federal Emergency Management Agency (FEMA) is responsible for determining flood elevations and floodplain boundaries based on USACE studies and approved agency studies. FEMA also is responsible for distributing the Flood Insurance Rate Maps (FIRM), which are used in the National Flood Insurance Program (NFIP). These maps identify the location of special flood hazard areas (SFHAs), including the 100-year flood zone. FEMA allows nonresidential development in SFHAs; however, construction activities are

restricted depending upon the potential for flooding within each area. Federal regulations governing development in an SFHA are set forth in 44 CFR 60. They enable FEMA to require municipalities that participate in the NFIP to adopt certain flood hazard reduction standards for construction and development in 100-year flood plains. Section 60.3(c)(2) of the NFIP regulations requires that the lowest occupied floor of a residential structure be elevated to, or above, the 100-year flood elevation (the base flood elevation). Section 60.3(c)(3) adds that nonresidential or commercial structures can either be elevated or dry flood-proofed to, or above, the 100-year flood elevation. In addition, the Flood Disaster Protection Act of 1973 and the National Flood Insurance Reform Act of 1994 mandate the purchase of flood insurance as a condition of federal or federally related financial assistance for acquisition and/or construction of buildings in SFHAs.

State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act (California Water Code §13000 et seq) is the principal law governing water quality regulation in California. It established a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and groundwater and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act, the State's policy is as follows:

- That the quality of all the waters of the state shall be protected,
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason, and
- That the state must be prepared to exercise its full power and jurisdiction to protect the quality of water in the state from degradation.

The Porter-Cologne Act established nine RWQCBs (based on watershed boundaries as defined by their surrounding mountain chains and ridges) and the SWRCB, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The SWRCB provides program guidance and oversight, allocates funds, and reviews RWQCB decisions. In addition, the SWRCB allocates rights to the use of surface water. The RWQCBs have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrology regions. The SWRCB and RWQCBs have numerous nonpoint source¹ pollution-related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

The RWQCBs regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges for contaminants and waste discharge requirements for nonpoint source discharges. Anyone discharging or proposing to discharge materials that could affect water quality

¹ According to the U.S. EPA, "NPS pollution generally results from land runoff, precipitation, atmospheric deposition, drainage, seepage or hydrologic modification." NPS pollution has many diffuse sources whereas point source pollution has a single, identified source. Retrieved from U.S. EPA Website: <https://www.epa.gov/nps/basic-information-about-nonpoint-source-nps-pollution> (accessed June 2021).

(other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The SWRCB can make its own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing waste discharge requirements and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions.

The Porter-Cologne Act also implements many CWA provisions, such as the NPDES permitting program. CWA Section 401 gives the SWRCB the authority to review any proposed federally permitted or federally licensed activity that may impact water quality and to certify, condition, or deny the activity if it does not comply with state water quality standards. If the SWRCB imposes a condition on its certification, those conditions must be included in the federal permit or license. Except for dredge and fill activities, injection wells, and solid waste disposal sites, waste discharge requirements may not “specify the design, location, type of construction, or particular manner in which compliance may be had....” (Porter-Cologne Act §13360). Thus, waste discharge requirements ordinarily specify the allowable discharge concentration or load or the resulting condition of the receiving water, rather than the manner by which those results are to be achieved. However, the RWQCBs may impose discharge prohibitions and other limitations on the volume, characteristics, area, or timing of discharges and can set discharge limits such that the only practical way to comply is to use management practices. RWQCBs can also waive waste discharge requirements for a specific discharge or category of discharges on the condition that management measures identified in a water quality management plan approved by the SWRCB or RWQCBs are followed.

The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. A number of statewide water quality control plans have been adopted by the SWRCB. In addition, regional water quality control plans (basin plans) have been adopted by each of the RWQCBs and are updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the state and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans. Statewide and regional water quality control plans include enforceable prohibitions against certain types of discharges, including those that may pertain to nonpoint sources. Portions of water quality control plans, the water quality objectives and beneficial use designations, are subject to review by the U.S. EPA. When approved, they become water quality standards under the CWA. The City of Perris is located within the jurisdiction of the Santa Ana RWQCB.

The Porter-Cologne Act establishes a comprehensive program for the protection of beneficial uses of the waters of the State. California Water Code §13050(f) describes the beneficial uses of surface and groundwater that may be designated by the state or regional board for protection as follows: “Beneficial uses of the waters of the state that may be protected against quality degradation include, but are not necessarily limited to, domestic, municipal, agricultural and industrial supply; power generation; recreation; aesthetic enjoyment; navigation; and preservation and enhancement of fish, wildlife, and other aquatic resources or preserves.” Waterbodies with substantial evidence indicating that the

waterbody supports rare, threatened, or endangered species are identified as RARE. Twenty-three beneficial uses are now defined statewide; of these 23, 20 beneficial uses are recognized in the Santa Ana Region.

National Pollutant Discharge Elimination System

Under the NPDES program promulgated under Section 402 of the CWA, all facilities that discharge pollutants from any point source into waters of the U.S. are required to obtain an NPDES permit. The term pollutant broadly includes any type of industrial, municipal, and agricultural waste discharged into water. Point sources are discharges from publicly owned treatment works (POTWs), from industrial facilities, and associated with urban runoff. Though the NPDES program addresses certain specific types of agricultural activities, the majority of agricultural facilities are defined as nonpoint sources and are exempt from NPDES regulation. Pollutant contributors come from direct and indirect sources. Direct sources discharge directly to receiving waters, and indirect sources discharge wastewater to POTWs, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only to direct point source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows (CSOs), and the Municipal Storm Water Program. Nonmunicipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Non-Process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues two basic permit types: individual and general. Also, the EPA has recently focused on integrating the NPDES program further into watershed planning and permitting.

The NPDES has a variety of measures designed to minimize and reduce pollutant discharges. All counties with storm drain systems that serve a population of 50,000 or more, as well as construction sites one acre or more in size, must file for and obtain an NPDES permit. Another measure for minimizing and reducing pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, man-made channels and storm drains, designed or used for collecting and conveying stormwater) is the EPA's Storm Water Phase II Final Rule. The Phase II Final Rule requires an operator (such as a city) of a regulated small MS4 to develop, implement, and enforce a program (e.g., best management practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in postconstruction runoff to the city's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to one acre.

Local

City of Perris General Plan Safety Element

Policy S-4.2a Provide leadership in efforts to improve the Perris Valley Storm Channel and San Jacinto River Channel.

Policy S-4.2b Periodically update the Master Drainage Plan Fees to fund drainage improvements.

City of Perris General Plan Conservation Element

Goal V Provide adequate water support to support existing and future land uses, as anticipated in the Land Use Element.

Policy V.A Coordinate land-planning efforts with local water purveyors.

Goal VI Achieve regional water quality objectives and protect the beneficial uses of the region's surface and groundwater.

Policy VI.A Comply with the requirements of the National Pollutant Discharge Elimination System (NPDES)

4.9.4 Impact Thresholds and Significant Criteria

Significant Criteria

Based upon the criteria derived from Appendix G of the State CEQA Guidelines, the project would result in potentially significant impacts if it would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality,
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin,
- 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:
 - i) Result in substantial erosion or siltation on- or off-site?
 - ii) Substantially increase the rate or amount of surface run-off in a manner which would result in flooding on- or off-site
 - iii) Create or contribute run-off water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off
 - iv) Impede or redirect flood flows
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan

Methodology

The analysis below is based on the Preliminary Drainage Study (Hydrology and Hydraulics) (**Appendix I**; SDH & Associates, Inc., 2022) prepared for the proposed project, as well as publicly available resources provided by entities such as the State Water Resources Control Board.

4.9.5 Impacts and Mitigation Measures

Impact 4.9-1 *Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Level of Significance: Less Than Significant Impact

The proposed project would involve site clearance, excavation and grading activities on-site. Ground-disturbing activities related to construction would temporarily increase the amount of debris on-site. Grading activities could potentially increase erosion and sedimentation that could be carried by runoff into local waterways. Operations of the project would result in an increase in impervious areas and uses that could potentially increase runoff or pollutants into surface water or groundwater.

Construction Impacts

The proposed project would be required to obtain a State Construction General Permit (NPDES General Permit No. CAS000002, Order No. 2009-0009-DWQ) which requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) to reduce any potential construction-related water quality impacts to a less than significant level. The SWPPP would prevent stormwater pollution and minimize potential sedimentation during construction through implementation of construction best management practices (BMPs) including maximizing permeable area, covering and/or control sources of stormwater pollutants, and ensuring runoff does not create a hydrologic condition of concern. Implementation of these BMPs would prevent stormwater pollution and minimize potential sedimentation during construction.

Adherence to the existing requirements and implementation of the appropriate BMPs, as ensured through the City's permitting process, would ensure that the project would not violate any water quality standards or waste discharge requirements during construction. Impacts would be less than significant.

Post Construction Impacts

The proposed project would result in the development and operation of an industrial warehouse, which would introduce the potential for pollutants such as, chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles and trucks. These pollutants could discharge into surface waters as run-off and result in degradation of water quality. However, the proposed project would be required to implement a Water Quality Management Plan (WQMP) with Low Impact Development (LID) site design, source control, and treatment BMPs. LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas. Source control measures would include beneficial landscaping, water efficient irrigation systems, and good housekeeping. Treatment systems proposed include bioretention areas, sized to control the off-site stormwater flow rate consistent with City's requirements.

Approximately 315,700 square feet (21.62%) of the site would be used for landscaping and/or drainage areas. Landscaping would be installed around the perimeter of the entire project site with landscaping along Ellis Avenue, the northwesterly corner of the project site, and within the parking areas providing the most vegetative cover for visual screening and to provide opportunities for drainage control. Additionally, the project has been designed so that post-project drainage characteristics are similar to existing conditions. The westerly edge of the project site would contain a swale to help contain the off-site run-on water from the properties to the west. On-site generated runoff would be controlled by above

and below ground drainage facilities that would control and direct water to an underground storage facility in the southwest portion of the site. This facility would provide for timed discharge to the detention basin in the southernmost corner of the site to maximize infiltration and minimize stormwater runoff volumes.

Following compliance with the City's regulatory policies pertaining to stormwater runoff, operation of the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality and impacts would be less than significant.

Impact 4.9-2 ***Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

Level of Significance: No Impact

The project site is not located in an area of the City that is underlain by either the Perris North or Perris South groundwater management zones. The site-specific geotechnical analysis of the project site did not locate groundwater beneath the project site at depth of less than 50 feet. Further, the preliminary drainage study prepared for the project identified underlying soils as having very slow infiltration rate (high runoff potential) when thoroughly wet. Therefore, while the project would increase impervious area on site, this would not substantially affect groundwater recharge in the Perris North or Perris South groundwater management zones.

As discussed further in Section 4.19, *Utilities and Service Systems*, the project's water demand would not decrease groundwater supplies in a manner that impedes sustainable groundwater management. No impact would occur.

Impact 4.9-3 ***Would the Project 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:***

i) Result in substantial erosion or siltation on- or off-site?

Level of Significance: Less Than Significant Impact

The project site does not include any streams or rivers that could be altered by the proposed project (USFWS, 2023). The closest waterbody to the project site is an 'intermittent riverine' channel located approximately 0.36-mile southwest of the project site. However, the proposed project would introduce increased impervious areas on the project site, resulting in the potential for increased runoff rates and durations during storm events. The proposed on-site drainage facilities and swales would limit the release of storm water from the project site, minimizing the potential for substantial erosion or siltation to occur. Additionally, implementation of the project-specific WQMP would further prevent any substantial erosion or siltation off of the site. Thus, impacts would be less than significant.

Impact 4.9-3 ***Would the Project 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:***

-
- ii) Substantially increase the rate or amount of surface run-off in a manner which would result in flooding on- or off-site?***

Level of Significance: Less Than Significant Impact

Project implementation would result in an increase of impervious surface area. However, as discussed in the Preliminary Drainage Study prepared for the proposed project, the project has been designed so that post-project drainage characteristics are similar to existing conditions.

As discussed under Threshold 4.9-1, the proposed project would implement a WQMP which requires appropriate source control, site design, and stormwater treatment measures to prevent increases in runoff from projects. Per City review for compliance with these requirements, the proposed project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off the site; impacts would be less than significant.

Impact 4.9-3 ***Would the Project 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:***

-
- iii) Create or contribute run-off water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off?***

Level of Significance: Less Than Significant Impact

The proposed project has been designed so that post-project drainage characteristics are similar to existing conditions. While the proposed project would increase impervious surfaces on the project site, the proposed on-site stormwater drainage facilities have been designed to address run-off from storm events. The project proposes a combination of underground storage facility and treatment units. Additionally, the project proposes a gravel trench downstream of the stormwater management facilities to reduce the velocity and minimize concern for erosion associated with stormwater flows. Therefore, the proposed project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff and impacts would be less than significant.

Impact 4.9-3 ***Would the Project 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:***

iv) Impede or redirect flood flows?

Level of Significance: Less Than Significant Impact

The proposed project has been designed so that post-project drainage characteristics are similar to existing conditions. There are no streams or rivers on the project site that would be altered through project implementation. While the proposed project would increase impervious surfaces, the proposed WQMP and on-site drainage facilities would maximize on-site treatment and limit run-off from the project site. Therefore, a less than significant impact would occur.

Impact 4.9-4 ***In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

Level of Significance: Less Than Significant Impact

The project site is classified as Flood Zone AE, a special flood hazard area with a 1-percent chance of flooding annually. The project site has a base flood elevation of 1,420 feet. The project site is not located along a coastline and would not be at risk of a tsunami. Seiches are waves produced in a confined body of water such as a lake or reservoir. The project site is not located near an enclosed water body.

As discussed within the Preliminary Drainage Study, the proposed warehouse facility would be elevated above the base flood elevation of 1,420 feet. Surrounding surface improvements including parking, driveways, and landscape areas would be at existing grade. The proposed project would not impact the FEMA floodway area located near the southeasterly corner of the project site and this area would remain in its existing condition with no development proposed within that area. For the proposed improvements within Zone AE, the proposed project would prepare and process a Conditional Letter of Map Revision based on fill through FEMA prior to obtaining a grading permit from the City.

The project site is within the Lake Perris Dam inundation zone as shown on Figure S-4, Dam Inundation Zones, within the City's General Plan Safety Element. Therefore, the project could have impacts related to flooding associated with a failure of the Lake Perris Dam.

In July 2005, the California Department of Water Resources (DWR) identified potential seismic safety problems with Lake Perris Dam that could result in significant damage and uncontrolled water releases in the event of a major earthquake. While there is no imminent threat to public safety, the State reduced the lake's water level to ensure maximum protection for communities downstream from Lake Perris Dam. The finalized repair plan for the dam was completed in 2018, which replaced the foundation materials and reinforced it with a stability berm placed on top of the improved foundation. The dam upgrades were designed to withstand a magnitude 7.5 earthquake. In conjunction with the Perris Dam seismic safety upgrade, DWR also prepared an emergency release facility project. If water were released during an emergency, the released water would be directed by a levee system across the open state recreation area land between the dam and Ramona Expressway, toward a channel across the southern end of the Lake Perris Fairgrounds, and finally conveyed in a channel north of Ramona Expressway, to the PVSD.

Therefore, although the project site is within the dam inundation zone, occurrence of flooding from the Lake Perris Reservoir in the City is extremely remote, as the Perris Dam has been engineered, constructed, and retrofitted with the knowledge that the area is seismically active.

The proposed project would allow for an industrial warehouse use that may include limited use of cleaners, paints, solvents; and fertilizers and pesticides for site maintenance and landscaping. Project operations would include the interior use and storage of common cleaning supplies and maintenance chemicals in small quantities, similar to other businesses nearby and would not generate substantial hazardous emissions or chemical releases that would affect surrounding uses should a flooding event occur. The potential for a significant risk release of pollutants due to project inundation is unlikely. Therefore, a less than significant impact would occur.

Impact 4.9-5: *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Level of Significance: Less Than Significant

As discussed above, the proposed project would not impact water quality during construction and operation. The project site is over one acre and the project would be required to obtain an NPDES General Permit for Construction Activities. Project construction would require compliance with Santa Ana Regional Quality Control Board guidelines and the City's Grading Ordinance and water quality guidelines to protect water quality through the use of erosion and sediment controls. The project site is not located within a groundwater recharge area. Following compliance with local and State regulations and permitting requirements, impacts would be less than significant.

4.9.6 Cumulative Impacts

Cumulative impacts to hydrology and water quality could occur as new development, redevelopment, and existing uses occur within the watershed. New development and redevelopment projects in the City would result in some increases in impervious surfaces. This could generate increased runoff and reduce infiltration capacity from the affected project sites. Future developments in the watershed would be required to comply with the SWRCB and the Santa Ana RWQCB. Depending on the size of future projects, they would be required to obtain and comply with all required water quality permits, develop Water Quality Control Plan as needed, prepare and implement SWPPPS, and implement BMPs, including LID BMPs to minimize runoff, erosion, and storm water pollution such as the project would implement. For projects outside of the City but within the basin, they also would be required to comply with the applicable the county and city codes of those jurisdictions. As part of these requirements, projects would be anticipated to implement and maintain source controls, and treatment measures to minimize polluted discharge and prevent increases in runoff flows that could substantially decrease water quality.

As discussed above, the proposed project would not result in impacts to hydrology and water quality. Therefore, taken in conjunction with past, present, and reasonably foreseeable projects, the proposed project would not result in substantial increases in storm water pollution, increased potential for flooding or subsequent effects, substantially alter any drainage patterns, or deplete ground water. With compliance

with State and local mandates, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

4.9.7 Significant Unavoidable Impacts

No significant unavoidable impacts would occur.

4.9.8 References

Federal Emergency Management Agency, 2023. *FEMA Flood Map Service Center*. Available at <https://msc.fema.gov/portal/search?AddressQuery=Ellis%20Road%2C%20Perris%2C%20CA#searchresultsanchor>. Accessed June 13, 2023.

United States Fish and Wildlife Service, 2023. *National Wetlands Inventory*. Available at <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>. Accessed June 13, 2023.

SDH & Associates, 2022, *Preliminary Drainage Report*, Attached as **Appendix I**

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4.10 LAND USE

4.10.1 Introduction

This section of the EIR describes the affected environment and regulatory setting of the project for impacts that may affect land use and planning. The information in this section is based primarily, but not exclusively, on a review of the project's consistency with the applicable federal, State, and local land use regulations.

4.10.2 Environmental Setting

Project Site

The project site is two vacant undeveloped parcels totaling approximately 34.52 acres. The project site is relatively flat, with no areas of topographic relief, at an approximate elevation of 1,415 feet above mean sea level. The ground surface also is relatively level but descends slightly, approximately 2-3 feet over a distance of approximately 1,450 feet (0.2% slope), from north to south. The site has been previously disturbed from previous vegetation and weed control (mowing and disking) and generally consists of non-native ruderal shrubs and grasses, with no existing landscaping or trees. Based on aerial photographs dating to 1938, the project site has been undeveloped but has previously been used for agricultural purposes such as growing hay.

General Plan and Zoning Designations

The Perris General Plan Land Use Element designates the project site as Light Industrial (LI). The LI General Plan designation is within the overall Industrial designation and defines LI uses as those that include limited assembly and packaging operations, self-storage warehouses, distribution centers, and business to business retail operations. Other allowable uses include small warehouses or equipment yards (e.g., general contractors, carpet and flooring installers, or other construction related trades), light manufacturing uses, materials processing and assembly, distribution centers, and large-scale warehousing (City of Perris Comprehensive General Plan 2030 Land Use Element, 2016).

Similar to the Perris General Plan, the Perris Development Code also establishes and defines zones and the allowable uses within a specified zone. The project site is zoned Light Industrial (LI). The LI zone provides for light industrial uses and related activities such as manufacturing, research, warehouse and distribution, assembly of non-hazardous products/materials, and retail related to manufacturing. The Perris Development Code notes that the LI zone correlates with the Perris General Plan LI land use designation and that both warehouses and warehouse/distribution centers are permitted uses in this zone (City of Perris Zoning Ordinance, 2010).

Surrounding Land Uses

Immediately surrounding the project site, the property to the north across East Ellis Avenue was previously vacant land (as of January 2021) but is currently being developed with a new light industrial

warehouse facility. The properties to the west include a vacant parcel and one developed with a plastics recycling business (this property was vacant through 1992 but has since operated as a truck yard, mobile home safety products, lumber sales, and fabrication). Immediately to the south is the BNSF/Metrolink railway, Case Road, and undeveloped vacant land. Directly bordering the project site to the east is the Action Star Paintball Park and conservation land dedicated to the Regional Conservation Authority of Western Riverside County.

Major land uses in the vicinity include the Perris Valley Airport approximately 0.5 mile to the southwest. The Airport is primarily accessed via Goetz Road on the west. Adjacent to Goetz Road further west are predominantly industrial uses. Approximately 0.3 mile to the south of the project site is the San Jacinto River with land further south that is presently vacant but is part of the approved Green Valley Specific Plan. The properties to the east and southeast of the project site are also largely vacant, with the exception of the South Perris Metrolink Station on Case Road approximately 0.5 mile away and the Perris Valley Wastewater Treatment Plant and the I-215/Case Road interchange approximately 1.5 miles away.

The properties to the north and northwest, beyond I-215 (approximately 0.5 mile to the north) are largely undeveloped and crossed by the San Jacinto River. In this area, the river flows in a southwesterly direction but bends to the southwest after it crosses under I-215. Properties further to the west of the project site along Case Road, approximately 0.25 mile away, consist of industrial uses, but these uses give way to a few rural residential uses and then the southern portion of the City, which are largely characterized by single family residential uses located approximately 0.75 mile to the west.

4.10.3 Regulatory Setting

Federal

There are no applicable federal regulations that would be applicable to land use with respect to the proposed project.

State

State Planning Law

State planning law (California Government Code [CGC] Section 65300) requires every county in California to adopt a comprehensive, long-term general plan for physical development of the county. A general plan should consist of an integrated and internally consistent set of goals and policies that are grouped by topic into a set of elements and are guided by a countywide vision. State law requires that a general plan address nine elements or topics (land use, circulation, housing, conservation, open space, noise, safety, climate adaptation and resiliency, and environmental justice), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the state planning law should be examined to determine if there are environmental issues within the city or county that a general plan should address.

Regional

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. In addition, SCAG also reviews environmental impact reports for projects that have regional significance, which is defined in Section 15206 of the State CEQA Guidelines and applies to this proposed project, to ensure they are in line with approved regional plans (SCAG Regional Comprehensive Plan, 2008).

The SCAG Regional Comprehensive Plan was adopted in 2008 and consists of two goals. First, it "...ties together SCAG's role in transportation, land use, and air quality planning and demonstrates why we need to do more than we're doing today." Second, it "...recommends key roles and responsibilities for public and private sector stakeholders and invites them to implement reasonable policies that are within their control." The SCAG Regional Comprehensive Plan covers most of the elements that would be found in a typical local general plan. For this regional plan, land use is discussed with housing (SCAG Regional Comprehensive Plan, 2008).

In addition to the SCAG Regional Comprehensive Plan, SCAG has also produced a regional transportation plan known as the SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy or Connect SoCal. The plan is an important planning document for the region, allowing public agencies who implement transportation projects to do so in a coordinated manner, while qualifying for federal and state funding. Also, the plan is supported by a combination of transportation and land use strategies that outline how the region can achieve the State's greenhouse gas emission reduction goals and federal Clean Air Act requirements (SCAG Regional Transportation Plan, 2020).

Local

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

March Air Reserve Base/Inland Port Airport (MARB/IPA) is a United States Air Force facility that is located outside the city limits of the City of Perris. Specifically, it borders the northern part of the City of Perris. Much like the Perris Valley Airport, MARB/IPA does have a Land Use Compatibility Plan called the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP) which was adopted on November 13, 2014 (March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, 2014). The Air Installations Compatible Use Zones (AICUZ) Study for March Air Reserve Base was updated in 2018.

The proposed project site is located in the land use compatibility zone, Zone E. Zone E has no restrictions and only requires the notification of any real estate transactions regarding residential property.

Riverside County Airport Land Use Compatibility Plan

As adopted by the Riverside County Airport Land Use Commission (ALUC), this Riverside County Airport Land Use Compatibility Plan Policy Document establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. Included are compatibility criteria and maps for the influence areas of individual airports including the Perris Valley Airport. Also spelled out in the plan are the procedural requirements associated with the compatibility review of development proposals (Riverside County Airport Land Use Compatibility Plan, 2004).

This plan replaces compatibility plans for individual airports adopted by ALUC at various times from 1974 through 1998. If a new adoption date is not indicated in the table, the earlier compatibility plan remains in effect for that airport. As required by state law, either this plan or an earlier one has been adopted for all of the public-use and military airports in the county. Preparation of compatibility plans for private-use airports is at the option of ALUC. This Compatibility Plan pertains only to the portion of that airport's influence area which extends into Riverside County (Riverside County Airport Land Use Compatibility Plan, 2004).

The Perris Valley Airport does not have a master plan as a result of it being privately owned. However, an Airport Land Use Compatibility Plan has been developed for the airport and is part of the Riverside County Airport Land Use Compatibility Plan Policy Document which establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. This plan was adopted in March 2011 and is in its most current version. The plan consists of an Airport Influence Area Boundary which also has six different zones. These consist of Zones A, B1, B2, C, D, and E. Each zone has limits to development with Zones D and E being the least restrictive. The proposed project area falls within Zone D and Zone E of the Airport Influence Area Boundary. Zone D is the more restrictive zone of the two and is defined as the primary traffic patterns and runway buffer area. Additionally, the limitations for development, or prohibitions, in Zone D consist of no development of highly noise-sensitive outdoor nonresidential uses and any development that is hazardous to flight. Other development conditions within Zone D include required airspace review for objects taller than 70 feet, the discouragement of the development of children's schools, hospitals, and nursing homes, and a required 10% of open space.

City of Perris General Plan

The purpose of a city or county General Plan is to guide land use and planning decisions within a given jurisdiction. The General Plan defines boundaries of land uses and sets forth goals and policies to help provide for orderly development and provision of services. The specific nature of the development will depend largely on physical, environmental, and economic conditions and jurisdictions have processes that enable the amending or changing of land uses to enable flexibility and to be responsive to changing conditions.

General Plans are often developed with defined Planning Areas that more specifically prescribe land uses and the intent of development within a given area. The City of Perris General Plan 2030 has nine Planning Areas of which the project site is located within Planning Area 8: Perris Valley Airport/South Industrial, which is discussed in additional detail further below.

Planning Area 8: Perris Valley Airport/South Industrial

The Perris General Plan separates the City into various smaller individual planning areas. The planning areas can be based on topography, major local uses, proximity to transportation infrastructure, etc. The planning areas provides more specific guidance regarding the development of these areas and may contain specific goals and policies defining allowable uses, and to develop a central theme for the area. For example, planning areas may focus on industrial, commercial, or residential uses, or incorporate a mix of these or others.

The proposed project site is located in Planning Area 8: Perris Valley Airport/South Industrial. Planning Area 8 consists of a large area located within the southern portion of the City, generally bound by I-215 on the north and northeast, East 4th Street (State Route 74 West) to the north, East Ellis Avenue to the northwest, Watson Road to the west, and the San Jacinto River to the southeast. This area is anchored by the airport which is surrounded by areas with industrial land use designations. Planning Area 8 occupies approximately seven percent of the City's land area and also includes two specific plans: the Green Valley Specific Plan and the New Perris Specific Plan (City of Perris Comprehensive General Plan 2030, 2013). The proposed project site does not fall within either specific plan boundary.

Perris Municipal Code – Title 19

The overall purpose of the Perris Municipal Code – Title 19 (Perris Development Code) is to protect the health, safety and welfare, of the residents of the City by establishing zone districts and development regulations within the boundaries of the City. This is done to implement the goals and policies of the Perris General Plan, guide development in accordance with the Perris General Plan, accommodate needed uses, and to have a legal framework to ensure the physical, social, and economic advantages result in orderly development based on the comprehensive general plan.

City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities

The City of Perris Good Neighbor Guidelines – (GNG 2020) for Siting New and/or Industrial Facilities identifies a number of goals and policies to reduce potential negative impacts on sensitive receptors. Many of the policies would be applicable to the proposed project. The relevant policies are discussed within the various technical sections of this EIR.

4.10.4 Impact Thresholds and Significant Criteria

Methodology

The potential impacts associated with the project are evaluated on a qualitative basis through a comparison of the existing land use and the proposed land uses, in consideration of the applicable planning goals identified above. Compliance with the policies is illustrated in consistency tables provided in the project Impacts section below. The change in the land use on the project site is significant if the project results in the effects described in the thresholds of significance below. Using the resources and professional judgment, impacts were analyzed according to CEQA significance criteria described below.

Significant Criteria

Based upon the criteria derived from Appendix G of the State CEQA Guidelines, the project would result in potentially significant impacts if it would:

- Would the project physically divide an established community (*see Effects Found Not to be Significant, Section 7.0 of this Draft EIR*),
- Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect

4.10.5 Impacts and Mitigation Measures

Impact 4.10-1 ***Would the Project 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?***

Level of Significance: Less Than Significant

Regional

Southern California Association of Governments

SCAG’s Connect SoCal seeks to improve mobility, promote sustainability, facilitate economic development, and preserve the quality of life for the residents in the region. These long-range visioning plans balance future mobility and housing needs with economic, environmental, and public health goals. As demonstrated through this analysis, implementation of the project would not conflict with the goals of SCAG’s regional planning program. See *Table 4.10-1: SCAG Policy Consistency Analysis*, below, which presents the project’s consistency with the goals of SCAG’s Connect SoCal.

Table 4.10-1: SCAG Policy Consistency Analysis

2020-2045 RTP/SCS Goal	Project Consistency Discussion
Goal 1: Encourage regional economic prosperity and global competitiveness.	No Conflict. The project includes development of an industrial warehouse facility that is designed to meet contemporary industry standards and operational characteristics, that can accommodate a wide variety of users, and is economically competitive with similar industrial buildings in the local area and region. The project would assist the City to meet its economic goal for fiscal strength and stability through business investment and employment generation. The proposed warehouse use is consistent with the General Plan and zoning designation for the site and therefore, supports the development of long-term economic success. Accordingly, the project would encourage regional economic prosperity and global competitiveness.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	No Conflict. The applicant proposes the development and operation of an industrial warehouse within an area planned for light industrial uses and in proximity to designated truck routes and the State highway system. As discussed in Section 4.13, <i>Transportation</i> , the project would not result in

2020-2045 RTP/SCS Goal	Project Consistency Discussion
<p>Goal 4: Increase person and goods movement and travel choices within the transportation system.</p>	<p>hazardous geometric design features and would support the movement of goods throughout the region. The proposed project would shorten the length of vehicular trips and increase the reliability of the movement of goods. Additionally, the project includes bicycle parking spaces provided at the primary entrance of the building and the construction/connection to existing sidewalks along Ellis Avenue. The project additionally includes a rail spur to the warehouse building, which would provide another mode of travel for goods in the region.</p>
<p>Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.</p>	<p>No Conflict. The project would contribute to and be consistent with planned land use and growth assumptions in the City of Perris, as anticipated by the General Plan. In addition, the project would use the City designated truck routes which would support the preservation of the regional transportation system.</p>
<p>Goal 5: Reduce greenhouse gas emission and improve air quality.</p>	<p>Consistent. Refer to the consistency analysis for Goal 4 above. The project’s impacts were evaluated in Section 4.2, <i>Air Quality</i>, and Section 4.7, <i>Greenhouse Gas Emissions</i>, of this EIR. Air pollutant emissions would not exceed SCAQMD thresholds and impacts would be less than significant. The project would also implement Mitigation Measure AQ-1 which would reduce potential cancer risk and ensure the project would not exceed the SCAQMD’s 10 in one million threshold of significance. Additionally, the project would comply with the standard conditions and requirements which includes SCAQMD Rules 402 and 403 which would minimize construction emissions of dust and particulates, and Rule 2305 which requires the warehouse owners and operators of large warehouses to achieve a specified number of WAIRE Points and reduce operational emissions. GHG emissions would not exceed the thresholds and impacts would be less than significant as identified in Section 4.7, <i>Greenhouse Gas Emissions</i>.</p>
<p>Goal 6: Support healthy and equitable communities.</p>	<p>No Conflict. This policy pertains to health and equitable communities, and these issues area addressed through goals and policies outlined in the Healthy Community Element of the City of Perris General Plan. Relevant to the project, the proposed building design would support the health of occupants and users by using non-toxic building materials and finishes, and by using windows and design features to maximize natural light and ventilation. It would also provide employment opportunities close to existing residences, which would allow members of the community to walk or bike to work.</p>
<p>Goal 7: Adapt to a changing climate and support an integrated regional development.</p>	<p>No Conflict. Connect SoCal indicates that since the adoption of the 2016 RTP/SCS, there have been significant drivers of change in the goods movement industry including emerging and new technologies, more complex supply chain strategies, and evolving consumer demands and shifts in trade policies. Ecommerce continues to be one of the most influential factors shaping goods movement. As previously identified, the project involves the development an industrial warehouse building that is designed to meet contemporary industry standards and operational characteristics. The project would accommodate a wide variety of users</p>

2020-2045 RTP/SCS Goal	Project Consistency Discussion
	and would be economically competitive with similar industrial buildings in the local area and region. Further, the project site is located in an area designated for industrial development in the City of Perris, which benefits from its proximity to key freeway infrastructure (e.g., I-215) and existing rail facilities.
<p>Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.</p>	<p>No Conflict. Connect SoCal indicates that the advancement of automation is expected to have considerable impacts throughout regional supply chains. Notably, warehouses such as those proposed by the project, are increasingly integrating automation to improve operational efficiencies in response to the surge in direct-to-consumer e-commerce. Additionally, continued developments and demonstrations of automated truck technologies would alter the goods movement environment with far-reaching impacts ranging from employment to highway safety. The project would meet contemporary industry standards and operational characteristics relative to transportation technologies and data-driven solutions.</p>
<p>Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>No Conflict. The project is located in an area designated for industrial uses and would not interfere with the City’s ability to encourage the development of diverse housing types that are supported by multiple transportation options in other parts of the City, as appropriate.</p>
<p>Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p>Consistent. The project site is subject to on-going weed abatement and diking activities and is not used for agricultural production. The project involves an orderly conversion of vacant land to Light Industrial, as anticipated in the City of Perris General Plan. There are no lands within the project area designated for agricultural uses under the City’s General Plan and zoning. Additionally, the project site does not contain any land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the Department of Conservation Farmland Mapping and Monitoring Program. With respect to natural resources, refer to the discussion in <i>Table 4.10-2</i> regarding the project’s consistency with the Conservation Element of the City’s General Plan.</p>

Local

Riverside County Airport Land Use Compatibility Plan

As adopted by the Riverside County ALUC, the Riverside County Airport Land Use Compatibility Plan (RCALUCP) establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. This plan replaces compatibility plans for individual airports adopted by the RCALUC at various times from 1974 through 1998. As required by state law, either this plan or an earlier one has been adopted for all of the public-use and military airports in the County which includes the Perris Valley Airport Land Use Compatibility Plan (PVALUCP).

The RCALUCP has six different zones which consist of zones A, B1, B2, C, D, and E. Each zone has different restrictions and conditions for land uses in their respective areas. Additionally, each individual airport has a zone map that shows the zones for area that is inside the PVALUCP area. The proposed project site is located within Zone D and E, with Zone D being the more restrictive Zone. Approximately 5 acres of the proposed project site is located in Zone D while the rest of the project site is in Zone E.

Zone D consists of maximum densities for dwelling units and people per acre, a required percentage of open land for the entire zone or large projects (10 acres or more), prohibited uses, and conditions for development. According to Policy 4.2.5(b)(5) in the RCALUCP, only a maximum of 300 people are allowed on any individual acre in Zone D. Zone E does not have a density limit. The maximum number of people during the construction and operational phase would be 300. It is unlikely that during either the construction or operational phases that all 300 estimated employees would congregate on any individual acre (RCALUCP, 2004). In addition, Zone D requires that projects that are above ten acres in total size must set aside 10% of the area in Zone D for open land. Because approximately five acres of the project site are in Zone D, approximately 0.5 acre of the area in Zone D would need to be designated as open land. Open land can include parking lots, if no structures are above four feet in height, and or undeveloped areas and can be cumulative (RCALUCP, 2004). Zone D also does not allow for prohibited uses which include uses or structures that are hazards to flight which include physical (e.g. tall objects), visual, and electronic forms of interference or highly noise-sensitive outdoor nonresidential use such as amphitheaters and drive-in theaters. The project is not proposing to develop the project site with either of these uses or anything similar. Lastly, specific conditions of development include an airspace review for building over 70 feet in height while children's schools, hospitals, and nursing homes are discouraged. The project building would, at most, be 49 feet in height and would not require an airspace review, and no children's schools, hospitals, or nursing homes are proposed to be built (RCALUCP, 2004).

March Air Reserve Base/Inland Port Airport

The MARB/IPA ALUCP was prepared and adopted by the Riverside County ALUC. ALUC is the lead agency for airport land use compatibility planning for public-use and military airports in Riverside County. Thus, all the countywide policies in Chapter 2 of Volume 1 of the RCALUCP are considered to be part of the MARB/IPA ALUCP unless explicitly modified or supplemented by the MARB/IPA-specific policies.

The proposed project site is located within Zone E – Other Airport Environs. For this zone, there are no limits to density (people per acre and dwelling units per acre) and no minimum requirement for open land as a percentage of the project site. The zone does not allow uses or structures that are hazards to flight which include physical (e.g., tall objects), visual, and electronic forms of interference. Conditions in this zone require an airspace review for objects taller than 100 feet while major spectator-oriented sports stadiums, amphitheaters, and concert halls are discouraged beneath principal flight tracks.

Though the proposed project site is within Zone E, the project is not a prohibited use, nor would the conditions need to be applied. First, the project is not a prohibited use. There are no structures, visual characteristics, or electronic forms of interference being proposed that would interfere with the safety of aircraft operations. Second, an airspace review would not be required because the proposed warehouse

would not be over 100 feet in height. At most, the building would be 49 feet in height which is well below the maximum height that would trigger an airspace review. Lastly, the proposed project is for a warehouse which is not discouraged under Zone E.

City of Perris General Plan

The City of Perris General Plan 2030 (General Plan) was approved in April 2005 and includes land use policies and land use maps to guide the future development of the City of Perris. As shown in Exhibit LU-1: Planning Areas, of the General Plan Land Use Element, the City of Perris is divided into 10 Planning Areas to provide more detailed land use and policy direction regarding local issues (e.g., land use circulation and open space). The planning areas are defined by similarities and opportunities in land uses, development patterns, and future developments. The project site lies within Planning Area 8. This area is predominately made up of General and Light Industrial land designations (City of Perris Comprehensive General Plan 2030, 2013).

The Perris General Plan consists of eight elements, which address issues that affect the City, including Housing, Land Use, Circulation, Conservation, Noise, Safety, Open Space, Environmental Justice, and Healthy Community. All activities undertaken by a planning agency must be consistent with the goals and policies of the agency’s general plan. The City of Perris General Plan’s Land Use Element plays a central planning role in correlating all City land use issues, goals, and objectives into one set of development policies. The Land Use Element includes a Land Use Map (referred to as the General Plan Map), which was updated on January 3, 2013 (City of Perris Comprehensive General Plan 2030, 2013).

Table 4.10-2: City of Perris General Plan Consistency Analysis, below, addresses the project’s consistency with the current General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect and that are applicable to the proposed project. As identified through this consistency analysis, the project would not conflict with any applicable General Plan policy adopted for the purpose of avoiding or mitigating an environmental effect.

Table 4.10-2: City of Perris General Plan Consistency Analysis

General Plan Policy	Consistency Analysis
<i>Circulation Element</i>	
<p>Policy I.B. Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-and-ride facilities, and pedestrian facilities.</p>	<p>Consistent. The proposed project would connect to the existing roadway system adjacent to the project site. Roadway improvements included as part of the project would be constructed according to the standards of the City of Perris and would include sidewalks required by the Circulation Element of the General Plan. Bike racks would be installed at the project site to encourage employees to bike to work. The project applicant would also pay applicable development impact fees (DIF), which may be used by the City to support development of transportation options. Therefore, compliance with these policies would ensure that the project</p>

General Plan Policy	Consistency Analysis
	would not conflict with the City’s adopted policies, plans, or programs supporting alternative modes of transportation.
<p>Policy II.B. Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes</p>	<p>Consistent. The proposed project would connect to the existing roadway system adjacent to the project site. Additionally, the project applicant would be responsible for constructing sidewalk improvements along the project’s frontage on Ellis Avenue. Further, installation of sidewalks and bike racks at the project site would support development of alternative travel modes.</p>
<p>Policy III.A. Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.</p>	<p>Consistent. The proposed project would connect to the existing roadway system adjacent to the project site. The proposed project is consistent with the land use designation in the Perris GP 2030 and traffic associated with development of the site as a warehouse can be accommodated by the City’s planned transportation system. Additionally, the project would also pay applicable development impact fees (DIFs), which may be used by the City to offset the impact of developing new transportation facilities.</p>
<p>Policy V.A. Provide for safe movement of goods along the street and highway system.</p>	<p>Consistent. The proposed project has been designed to ensure that adequate sight distance is provided at each project access point and that adequate signing and striping is provided. All project trucks would be restricted to access City designated truck routes to access I-215.</p>
<p>Policy VII.A. Implement the Transportation System in a manner consistent with Federal, State, and local environmental quality standards and regulations.</p>	<p>Consistent: Implementation of the City’s Transportation System and consistency of this System with Federal, State, and local environmental quality standards and regulations is the responsibility of the City. The proposed warehouse facility is consistent with the land use designation of the proposed project site in the Perris GP 2030. The project includes roadway improvements along the project site frontage on Ellis Avenue, as well as sidewalk improvements along the project site frontage on Ellis Avenue. These improvements would be required to be constructed in accordance with City standards. Roadways in the project vicinity have been planned to accommodate project-generated traffic and comply with all applicable Federal, State, and local standards.</p>
<p>Conservation Element</p>	
<p>Policy II.A. Comply with state and federal regulations to ensure protection and preservation of</p>	<p>Consistent. The proposed project is consistent with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and would pay applicable fees</p>

General Plan Policy	Consistency Analysis
<p>significant biological resources.</p>	<p>pursuant to City Ordinance No. 1123 to offset incremental impacts to biological resources from project construction and operation. Appropriate mitigation measures have been identified in Section 4.3, Biological Resources of this EIR, to ensure compliance with the Federal Migratory Bird Treaty Act (MBTA) and relevant sections of the California Fish and Game Code.</p>
<p>Policy III. A. Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.</p>	<p>Consistent. Consistency and compliance with the MSHCP is discussed in detail in the Biological Resources section (Section 4.3) of this EIR. The project site is located within Criteria Cell 3276, an independent Criteria Cell, that contributes to the assembly of Proposed Constrained Linkage 19 along the San Jacinto River. A Habitat Evaluation and Acquisition Negotiation Strategy (HANS) analysis is required to ensure that the proposed project is not located within the portion of the Criteria Cell proposed for conservation. A HANS analysis was submitted for the proposed project on March 24, 2023. The proposed project site is not located within the targeted conservation area and would not conflict with the conservation goals for Criteria Cell 3276 and the assembly of Proposed Constrained Linkage 19. Therefore, the project is consistent with the other policies set forth by the MSHCP as outlined in Section 4.3, <i>Biological Resources</i>.</p>
<p>Policy IV.A. Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.</p>	<p>Consistent. A Phase I Cultural Resources Study was prepared for the proposed project to address potential impacts to historic and archaeological resources. As stated in Section 4.4, <i>Cultural Resources</i>, no resources with historical significance under the criteria established by the California Register of Historical Resources (CRHR). Nonetheless, mitigation measures would be implemented as required in Section 4.4 (Cultural Resources) of this EIR to address unknown historical and archaeological resources that might be encountered during project development. Paleontological resources are addressed in Section 4.6, <i>Geology and Soils</i>. Mitigation Measure GEO-1 is required to address paleontological resources that may be discovered during the construction process. The project applicant’s adherence to the mitigation measures and to mandatory regulatory requirements would ensure the proposed project remains consistent with this policy.</p>

General Plan Policy	Consistency Analysis
<p>Policy V.A. Coordinate land-planning efforts with local water purveyors.</p>	<p>Consistent. As discussed in Section 5.15, Utilities and Service Systems of this EIR, a Water Supply Assessment (WSA) was prepared by the Eastern Municipal Water District (EMWD), the local water purveyor, to assess if their total projected water supply would meet the projected water demand associated with the proposed project. The WSA is not a commitment to serve the project, but rather a review of the water suppliers’ future demands and supplies based on current information available. The WSA determined the projected water demand for the project is less than the water demand projected in the 2020 Urban Water Management Plan that used the Perris GP 2030 land use designations for the same site. Thus, as the project is currently defined, the EMWD would have sufficient water supply to meet the potable water demand for existing and future demands.</p>
<p>Policy VI.A. Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).</p>	<p>Consistent. As discussed in Section 4.9, Hydrology and Water Quality of this EIR, short-term erosional impacts associated with construction of the project would be minimized through compliance with standard erosion control practices and NPDES permit requirements for construction (a NPDES Statewide General Construction Permit), which include preparation of a Stormwater Pollution Prevention Plan and Waste Discharge Requirements.</p>
<p>Policy X.C. Encourage strategic shape and placement of new structures within new commercial and industrial projects.</p>	<p>Consistent. The project would promote energy conservation by taking advantage of natural lighting and ventilation, sunlight, and shade, as appropriate based onsite conditions. Additionally, the project would be designed to accommodate future solar panels on the roof of the industrial warehouse. Light colored truck yards and roof would be installed to reduce heat gain.</p>
<p>Environmental Justice Element</p>	
<p>Goal 3.1. A community that reduces the negative impacts of land use changes, environmental hazards and climate change on disadvantaged communities.</p> <ul style="list-style-type: none"> Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using 	<p>Consistent: The proposed project is consistent with the land use designation of the site and surrounding uses and is therefore a compatible use. The nearest sensitive use to the project site is a legal non-conforming residence located approximately 830 feet to the west.</p> <p>Proposed loading docks will be oriented to the north, away from the residences to the west. Furthermore, loading dock doors would be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would</p>

General Plan Policy	Consistency Analysis
<p>physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.</p>	<p>serve as a noise barrier between the interior warehouse activities and the exterior loading area. Due to the orientation of the buildings, sensitive receptors would be shielded from the majority of parking lot noise. The rail spur connection is on the southeastern part of the project site and is located away from any sensitive receptors.</p>
<p>Goal 3.1. A community that reduces the negative impacts of land use changes, environmental hazards and climate change on disadvantaged communities.</p> <ul style="list-style-type: none"> • Support identification, clean-up and remediation of local toxic sites through the development review process. 	<p>Consistent. As discussed in Section 4.8, Hazards and Hazardous Materials of the EIR, a Phase I Environmental Site Assessment (Phase I ESA) and Deposited Soil Sampling and Analysis Report was completed for the project and is included as Appendix H1 and H2. No Recognized Environmental Conditions were documented or identified in the Phase I ESA related to potentially hazardous materials. Stockpiled soils that were identified in the Phase I ESA have since been removed from the project site and taken to a facility that accepts contaminated soils.</p>
<p>Goal 3.1 A community that reduces the negative impacts of land use changes, environmental hazards and climate change on disadvantaged communities.</p> <ul style="list-style-type: none"> • As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor." 	<p>Consistent: The City of Perris adopted the Perris GNG 2022 on September 27, 2022. The proposed project would be subject to several of the applicable policies from the GNG when developed and operational. In accordance with those guidelines, the building massing shall be consistent with the City’s Industrial Design Guidelines to reduce visual dominance on adjacent/nearby sensitive receptors. Additionally, the project would be required to comply with SCAQMD Rule 2305 by directly reducing nitrogen and diesel particulate matter emissions for warehouses greater than 100,000 square feet in accordance with the Perris GNG. Further, the project would not result in significant impacts related to the identified issues that are addressed in Sections 4.1, Aesthetics, 4.2, Air Quality, 4.11, Noise, and 4.13, Transportation of this EIR.</p>
<p>Goal 3.2. A community that actively works to reduce the impacts of poor air quality.</p>	<p>Consistent. Mitigation Measure AQ-1 requires future delivery drivers to turn off equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when</p>

General Plan Policy	Consistency Analysis
<ul style="list-style-type: none"> Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health, minimize the disproportionate impacts on sensitive population groups, and ensure that City concerns are resolved early in the process. Inform existing industries of the state 5-minute maximum idling limitation and condition new industrial projects to enforce the state's 5-minute maximum idling limitation for stationary diesel trucks. 	<p>not in use for more than 5 minutes. Signage would be posted throughout the project site, requiring that trucks shall not be left idling for more than 5 minutes. Section 4.2, Air Quality, of this DEIR evaluates the project's impacts to air quality in the region and the project vicinity. Implementation of applicable mitigation measures would ensure that all air quality impacts of the project, including those to sensitive receptors, would be less than significant.</p>
<p>Goal 5.1. Neighborhoods designed to promote safe and accessible connectivity to neighborhood amenities for all residents.</p> <ul style="list-style-type: none"> Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects. 	<p>Consistent. Roadway improvements included as part of the project would be constructed according to the standards of the City of Perris and would include sidewalks and/or bike lanes.</p> <p>Bike racks would be installed at the project site to encourage employees to bike to work. The project Applicant would also pay applicable DIF, which may be used by the City to support development of active transportation options. Therefore, compliance with these policies would ensure that the project provides infrastructure that aligns with the City's active transportation plan.</p>
<p>Healthy Community Element</p>	
<p>HC 1.3. Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.</p>	<p>Consistent. The proposed project would include new permanent sources of light. Project lighting would include security lights along the buildings and wall and pole-mounted lights in the parking areas. Streetlights would be installed along Ellis Avenue. All project-proposed lighting would abide by the lighting requirements outlined in Section 19.02.110 – Lighting of the Perris Municipal Code. Additionally, the proposed project would include all required emergency access points and would be reviewed by the Perris Fire Department to ensure all regulations of the California Fire Code are met.</p>
<p>Policy HC 3.5. Promote job growth</p>	<p>No Conflict. The proposed project is anticipated to generate</p>

General Plan Policy	Consistency Analysis
<p>within Perris to reduce the substantial out-of-Perris job commutes that exist today</p>	<p>at a maximum 300 temporary jobs during the construction phase and additional permanent positions during operation. It is anticipated that there would be employment opportunities generated for local residents.</p>
<p>HC 6.3. Promote measures that will be effective in reducing emissions during construction activities</p> <ul style="list-style-type: none"> • Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations • All construction equipment for public and private projects will also comply with California Air Resources Board’s vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD • Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded. 	<p>Consistent. The proposed project would implement all applicable mitigation measures for construction-related emissions and comply with the existing SCAQMD rules and regulations aimed at reducing construction-related emissions of pollutants. The project would not exceed any SCAQMD daily emissions thresholds of significance.</p>
<p>Land Use Element</p>	
<p>Policy II.A Require new development to pay its full, fair share of infrastructure costs.</p>	<p>No Conflict. Each individual new development, including the proposed project, is required to implement the infrastructure needed to serve its proposed uses. Water, wastewater, drainage, and dry utility lines would be installed as part of the proposed project and are described in Section 3.0, Project</p>

General Plan Policy	Consistency Analysis
	Description.
<p>Policy II.B. Require new development to include school facilities or pay school impact fees, where appropriate.</p>	<p>Consistent. As discussed in Section 7.0, Environmental Effects Found Not Significant of the EIR, although the proposed project would not directly increase population affecting school facilities, the proposed project applicant would still be required to pay appropriate school impact fees.</p>
<p>Policy III.A. Accommodate diversity in the local economy.</p>	<p>Consistent. The proposed project is consistent with the General Plan land use designations of LI for the site, which was adopted by the City to ensure quality, organized development within the project site vicinity. As previously discussed in Section 7.0, Environmental Effects Found Not Significant of this EIR, the proposed project would generate short-term jobs during its construction, and long-term jobs during its operation. However, it is anticipated that these construction and operational positions would be filled by workers who already reside in the project’s vicinity.</p>
<p>Policy V.A. Restrict development in areas at risk of damage due to disasters.</p>	<p>Consistent. As discussed in 4.9, Hydrology and Water Quality, of the EIR, the project site is classified as Flood Zone AE, a special flood hazard area with a 1-percent chance of flooding annually. The project site has a base flood elevation of 1,420 feet. The proposed warehouse facility would be elevated above the base flood elevation of 1,420 feet. Surrounding surface improvements including parking, driveways, and landscape areas would be at existing grade. The proposed project would not impact the FEMA floodway area located near the southeasterly corner of the project site and this area would remain in its existing condition with no development proposed within that area. Therefore, the project would not conflict with goals and policies intended to protect from natural or man-made disasters.</p> <p>As identified in Section 4.6, Geology and Soils, of the EIR, the project site is not within an Alquist-Priolo Earthquake Fault Zone. Further, compliance with the Perris GP 2030 measures, and recommendations from the project-specific geotechnical report would ensure that potential impacts related to geology and soils are less than significant.</p> <p>As discussed in Section 7.0 of the EIR, Environmental Effects Found Not Significant, the project site is not located within or near a Fire Hazard Severity Zone (Moderate, High, Very High) within the State Responsibility Area (SRA). Therefore, no</p>

General Plan Policy	Consistency Analysis
	impacts related to wildfires would occur.
Noise Element	
Policy I.A. The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.	Consistent. The State of California Noise/Land Use Compatibility Criteria was utilized in analyzing potential noise impacts to the proposed project, as discussed in Section 4.11, <i>Noise</i> .
Policy II.A. Appropriate measures shall be taken in the design phase of future roadway widening projects to minimize impacts on existing noise-sensitive receptors.	Consistent. The proposed project does not include or require the widening of any roadways.
Policy V.A. New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.	Consistent. No sensitive land uses are located within 160 feet of the project site. The nearest sensitive receptor to the project site is a legal, non-conforming residential unit located approximately 830 feet to the west of the project site.
Safety Element	
Policy S-2.1. Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.	No Conflict. The project would include the ingress/egress points to the project site with adequate emergency access. The ingress/egress points for the proposed project were designed to align with the access points of the development on the north side of Ellis Avenue to reduce truck traffic and congestion. All roadway improvements and access would be constructed in accordance with City standards. Additionally, the project is required to comply with the City’s development review process including review for compliance with all applicable fire code requirements for access to the site.
Policy S-2.2. Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.	Consistent. As identified in Section 3.0, Project Description, the proposed project entails improvements along the existing alignments of Ellis Avenue, that are necessary to serve the proposed site. The project would also construct drainage infrastructure consistent with the Perris Valley Master Drainage Plan. All roadway and drainage improvements would be constructed in accordance with applicable local standards.
Policy S-2.5. Require all new developments, redevelopments, and major remodels to provide adequate	Consistent. As mentioned above in response to Policy S-2.1, the project includes two access points off of Ellis Avenue, one of which is specifically designed wider for truck access.

General Plan Policy	Consistency Analysis
<p>ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions</p>	<p>Therefore, the project would provide adequate ingress/egress.</p>
<p>Policy S-4.3. Require new development projects and major remodels to control stormwater runoff on site.</p>	<p>Consistent: As discussed in Section 4.9, Hydrology and Water Quality of this EIR, the proposed project would be required to implement a Water Quality Management Plan (WQMP) with Low Impact Development (LID) site design, source control, and treatment BMPs. On-site generated runoff would be controlled by above and below ground drainage facilities that would control and direct water to an underground storage facility in the southwest portion of the site. This facility would provide for timed discharge to the detention basin in the southernmost corner of the site to maximize infiltration and minimize stormwater runoff volumes.</p>
<p>Policy S-4.4. Require flood mitigation plans for all proposed projects in the 100- year floodplain (Flood Zone A and Flood Zone AE).</p>	<p>Consistent. As discussed in Section 4.9, Hydrology and Water Quality of this EIR, the project site is classified as Flood Zone AE, a special flood hazard area with a 1-percent chance of flooding annually. The project site has a base flood elevation of 1,420 feet. The proposed warehouse facility would be elevated above the base flood elevation of 1,420 feet. Surrounding surface improvements including parking, driveways, and landscape areas would be at existing grade. The proposed project would not impact the FEMA floodway area located near the southeasterly corner of the project site and this area would remain in its existing condition with no development proposed within that area.</p>
<p>Policy S-4.5. Ensure areas downstream of dams within the City are aware of the hazard potential and educated on the necessary steps to prepare and respond to these risks.</p>	<p>Consistent. The project site is within the Lake Perris Dam Inundation Zone as shown on Figure S-4, Dam Inundation Zones, within the City’s General Plan Safety Element. In 2005, the California Department of Water Resources (DWR) identified potential seismic safety problems with Lake Perris Dam that could result in a potential hazard. A repair plan for the dam was completed in 2018 in which the foundation was replaced and reinforced.</p>
<p>Policy S-5.3. Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower- risk areas, if feasible.</p>	<p>Consistent. As discussed in Section 7.0, Environmental Effects Found Not Significant of this EIR, the project site is not located in or near an area identified as being a “Very High Fire Hazard Severity Zone”.</p>

General Plan Policy	Consistency Analysis
<p>Policy S-5.6. All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.</p>	<p>Consistent. The project includes two driveways off of Ellis Avenue. One driveway is designed for passenger car access to automobile parking lots while the other driveway is designed for trucks. All roadway improvements and access would be constructed in accordance with City standards. This would ensure adequate site circulation capacity and access.</p>
<p>Policy S-5.10. Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.</p>	<p>Consistent. As discussed in Section 4.15, Utilities, of the DEIR, a review of the WSA and Urban Water Management Plan (UWMP) from the EMWD was done to assess if existing water supplies would be sufficient to meet project demands. Based on the UWMP projections, the project site would have sufficient water supplies in normal and drought conditions for the foreseeable future.</p>
<p>Policy S-6.1. Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.</p>	<p>No Conflict. The proposed project site is located in the land use compatibility Zone E in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. Zone E has no restrictions and only requires the notification of any real estate transactions regarding residential property.</p>
<p>Policy S-6.2. Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.</p>	<p>Consistent. As discussed in Section 4.8, Hazards and Hazardous Material of the EIR, the project site is located approximately 1 mile northeast of the Perris Valley Airport. On May 31, 2023 an application was submitted to the Riverside County Airport Land Use Commission (ALUC) review which determined that the proposed project was consistent with the MARB/IPA ALUCP.</p>
<p>Policy S-6.3. Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.</p>	<p>Consistent. As mentioned above in Policy S-6.2, the project is located within the ALUCP and the project applicant coordinated with the ALUC and the project was determined to be consistent with the MARB/IPA ALUCP.</p>
<p>Policy S-7.1. Require all development to provide adequate protection from damage associated with seismic incidents.</p>	<p>Consistent. As discussed in Section 4.6, Geology and Soils of the DEIR, the project is not located within an Alquist-Priolo Earthquake Fault zone. Additionally, the Geotechnical investigation did not find any evidence of faulting. Further, the project would be designed to meet or exceed the seismic standards in the current California Building Code (CBC) to reduce seismic impacts.</p>
<p>Policy S-7.2. Require geological and geotechnical investigations by State-licensed professionals in areas with</p>	<p>Consistent. As discussed in Section 4.6, Geology and Soils, a Geotechnical Investigation was prepared by Nor Cal Engineering (State-licensed professionals) and included as</p>

General Plan Policy	Consistency Analysis
potential for seismic and geologic hazards as part of the environmental and development review and approval process.	Appendix G of the DEIR. Additionally, the project would be designed and constructed in accordance with all Geotechnical Investigation recommendations.

The proposed project would also be required to comply with all of the applicable policies from the Perris GNG 2022. These policies have been adopted for the purpose of reducing the potential impacts associated with the rapid growth of the logistics industry near sensitive receptors in the City of Perris. Compliance with these policies is required and is implemented through project conditions of approval and/or verified through the plan check process for industrial developments.

4.10.6 Cumulative Impacts

Consistent with this conclusion and as discussed in this Section, the project would not result in a significant impact on land use and planning. Implementation of cumulative development in accordance with the General Plan, including the project, would continue to convert undeveloped land to urban uses. The character and overall intensity of the project are consistent with existing land uses within the project vicinity. The project is therefore consistent with the planned development for the project site. Furthermore, cumulative development projects would be reviewed for consistency with adopted land use plans and policies by the City of Perris (including General Plan policies and zoning requirements), in accordance with the requirements of CEQA, State Zoning and Planning Law, and the Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development.

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

4.10.7 Significant Unavoidable Impacts

No significant and unavoidable impacts would occur.

4.10.8 References

California Department of Water Resources, *Division of Safety of Dams, California Dam Breach Inundation Maps*, <https://fmds.water.ca.gov/maps/damim/>

City of Perris, 1990, *Green Valley Specific Plan*,

<https://www.cityofperris.org/home/showpublisheddocument/2629/637217272577300000>

City of Perris, 2010, *City of Perris Zoning Ordinance*,

<https://www.cityofperris.org/departments/development-services/zoning/-folder-74>

City of Perris, 2010, *New Perris Specific Plan*, <https://www.cityofperris.org/departments/development-services/specific-plans>

City of Perris, 2013, *City of Perris: Comprehensive General Plan 2030*,

<https://www.cityofperris.org/departments/development-services/general-plan>

City of Perris, 2022, *City of Perris: Good Neighbor Guidelines (Perris GNG) for Sitting New and/or Modified Industrial Facilities*,

<https://www.cityofperris.org/home/showpublisheddocument/15478/637999606610400000>

FEMA, 2023, *Flood Insurance*, <https://www.fema.gov/flood-insurance>

Riverside County Airport Land Use Commission, 2004, *Riverside County Airport Land Use Compatibility Plan*, <https://www.rcaluc.org/Plans/New-Compatibility-Plan>

Riverside County Airport Land Use Commission, 2014, *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan*, <https://www.rcaluc.org/Plans/New-Compatibility-Plan>

Southern California Association of Governments, 2008, *Final 2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future*, <https://scag.ca.gov/drafts-documents>

Southern California Association of Governments, 2020, *Connect SoCal*, <https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020>

4.11 NOISE

4.11.1 Introduction

This section of the EIR identifies and analyzes the Ellis Logistics Center Project (project) potential construction-related and operational noise and vibration effects on the surrounding area. Specifically, the analysis describes the existing noise environment near the project site; the regulatory framework that guided this analysis pursuant to federal, state, and regional regulations; forecasts of future noise and vibration levels at surrounding land uses; and the potential for significant noise impacts.

4.11.2 Environmental Setting

Sound and Environmental Noise

Acoustics is the science of sound. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g. air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is defined as loud, unexpected, or annoying sound. The fundamental acoustics model consists of a noise source, receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound. A typical noise environment consists of ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this ambient noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micropascals (μPa) as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness. The A-weighted decibel (dBA) sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be used. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. *Table 4.11-1: Typical Noise Levels* provides typical noise levels.

Table 4.11-1: Typical Noise Levels

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

Source: California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

Noise Descriptors

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The equivalent noise level (L_{eq}) represents the continuous sound pressure level over the measurement period, while the day-night noise level (L_{dn}) and Community Equivalent Noise Level (CNEL) are measures of energy average during a 24-hour period, with dB weighted sound levels from 7:00 p.m. to 7:00 a.m. Most commonly, environmental sounds are described in terms of L_{eq} that has the same acoustical energy as the summation of all the time-varying events. Each is applicable to this analysis and defined *Table 4.11-2: Definitions of Acoustical Terms*.

Table 4.11-2: Definitions of Acoustical Terms

Term	Definitions
Decibel (dB)	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in μPa (or 20 micronewtons per square meter), where 1 pascals is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in dB as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g. 20 μPa). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level (dBA)	The sound pressure level in dB as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level (L_{eq})	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
Maximum Noise Level (L_{max}) Minimum Noise Level (L_{min})	The maximum and minimum dBA during the measurement period.
Exceeded Noise Levels (L_1 , L_{10} , L_{50} , L_{90})	The dBA values that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day-Night Noise Level (L_{dn})	A 24-hour average L_{eq} with a 10 dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity at nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn} .
Community Noise Equivalent Level (CNEL)	A 24-hour average L_{eq} with a 5 dBA weighting during the hours of 7:00 a.m. to 10:00 a.m. and a 10 dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source.

A-Weighted Decibels

The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by dBA values. There is a strong correlation between dBA and the way the human ear perceives sound. For this reason, the dBA has become the standard tool of environmental noise assessment.

Addition of Decibels

The dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic dB is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound and twice as loud as a 60-dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than one source under the same conditions. Under the dB scale, three sources of equal loudness together would produce an increase of approximately 5 dBA.

Sound Propagation and Attenuation

Sound spreads (propagates uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics. No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The way older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and

contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted:

- Except in carefully controlled laboratory experiments, a 1-dBA change cannot be perceived by humans.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A minimum 5-dBA change is required before any noticeable change in community response would be expected. A 5-dBA increase is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Effects of Noise on People

Hearing Loss. While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise. The Occupational Safety and Health Administration has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Annoyance. Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. CNEL as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative

annoyance of these different sources. A noise level of about 55 dBA CNEL is the threshold at which a substantial percentage of people begin to report annoyance¹.

Groundborne Vibration

Sources of groundborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g. factory machinery) or transient (e.g. explosions). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude, including Vibration Decibels (VdB), peak particle velocity (PPV), and the root mean square (RMS) velocity. VdB is the vibration velocity level in the decibel scale. PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 4.11-3: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Table 4.11-3: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations

Maximum PPV (in/sec)	Vibration Annoyance Potential Criteria	Vibration Damage Potential Threshold Criteria	FTA Vibration Damage Criteria
0.008	-	Extremely fragile historic buildings, ruins, ancient monuments	-
0.01	Barely Perceptible	-	-
0.04	Distinctly Perceptible	-	-
0.1	Strongly Perceptible	Fragile buildings	-
0.12	-	-	Buildings extremely susceptible to vibration damage
0.2	-	-	Non-engineered timber and masonry buildings
0.25	-	Historic and some old buildings	-

¹ Federal Interagency Committee on Noise, *Federal Agency Review of Selected Airport Noise Analysis Issues*, August 1992.

Maximum PPV (in/sec)	Vibration Annoyance Potential Criteria	Vibration Damage Potential Threshold Criteria	FTA Vibration Damage Criteria
0.3	-	Older residential structures	Engineered concrete and masonry (no plaster)
0.4	Severe	-	-
0.5	-	New residential structures, Modern industrial/commercial buildings	Reinforced-concrete, steel, or timber (no plaster)
PPV = peak particle velocity; in/sec = inches per second; FTA = Federal Transit Administration			
Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual, 2020 and Federal Transit Administration, Transit Noise and Vibration Assessment Manual, 2018.			

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. Common sources for groundborne vibration are planes, trains, and construction activities such as earth-moving which requires the use of heavy-duty earth moving equipment. For the purposes of this analysis, a PPV descriptor with units of inches per second (in/sec) is used to evaluate construction-generated vibration for building damage and human complaints.

4.11.3 Regulatory Setting

Federal

While there are no federal regulations directly applicable to implementation of the project under CEQA, the federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the Environmental Protection Agency (EPA). Such limitations would apply to the operation of construction equipment and would also apply to any proposed industrial warehouse land uses. Noise exposure of this type is dependent on work conditions and is addressed through a facility’s Health and Safety Plan, as required under OSHA, and is, therefore, not addressed further in this analysis.

State

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of “normally acceptable”, “conditionally acceptable”, “normally unacceptable”, and “clearly unacceptable” noise levels for various land use types. Single-family homes are “normally acceptable” in exterior noise environments up to 60 dBA CNEL and “conditionally acceptable” up to 70 dBA CNEL. Multiple-family residential uses are “normally acceptable” up to 65 dBA CNEL and “conditionally acceptable” up to 70 dBA CNEL. Schools, libraries, and churches are “normally acceptable” up to 70 dBA CNEL, as are office buildings and business, commercial, and professional uses.

Title 24 – Building Code

The State’s noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when new noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential buildings, the acceptable interior noise limit for new construction is 45 dBA CNEL.

Local

City of Perris General Plan

The Noise Element of the Perris General Plan establishes goals and policies for reducing noise levels in the City. Policies aimed at reducing noise levels must address specific sources of unwanted noise, as well as noise-sensitive receptors. The Noise Element contains land use compatibility guidelines which are summarized in *Table 4.11-4: Land-Use Compatibility Guidelines for Community Environments*.

Table 4.11-4: Land-Use Compatibility Guidelines for Community Environments

Land Use Category	Community Noise Exposure (L _{dn} or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density Single-Family, Duplex, Mobile Homes	<60	60 – 65	65 – 75	75<
Residential Multi-Family	<60	60 – 65	65 – 75	75<
Commercial-Motels, Hotels, Transient Lodging	<60	60 – 70	70 – 80	80<
Schools, Libraries, Churches, Hospitals, Nursing Homes	<60	60 – 70	70 – 80	80<
Amphitheaters, Concert Hall, Auditorium, Meeting Hall	-	50 – 70	-	65<
Sports Arenas, Outdoor Spectator Sports	-	50 – 70	-	70<
Playgrounds, Neighborhood Parks	<70	-	70 – 75	75<
Golf Courses, Riding Stables, Water Recreation, Cemeteries	<70	-	70 – 80	80<
Office Buildings, Business Commercial, Professional, and Mixed-Use Developments	<65	65 – 75	75 – 90	90<
Industrial, Manufacturing, Utilities, Agriculture	<70	70 – 80	80 – 90	90<
CNEL = Community Noise Equivalent Level; L _{dn} = Day/Night Average; NA = Not Applicable				
Notes:				

<p>Normally Acceptable: Specified Land Use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements.</p> <p>Conditionally Acceptable: Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features are included in the design.</p> <p>Normally Unacceptable: New construction or development should generally be discouraged. A detailed analysis of noise reduction requirements must be made and needed noise insulation features included in design.</p> <p>Clearly Unacceptable: New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.</p> <p>Source: City of Perris, <i>General Plan Noise Element</i>, 2016.</p>

These guidelines define acceptability by land use and the following would pertain to the project, which would impact ambient noise of industrial and residential single-family uses:

- Residential Single-Family: Noise levels up to 60 dBA CNEL are “normally acceptable” while noise levels between 60 and 75 dBA CNEL are “conditionally acceptable.” Noise levels above 75 dBA CNEL are “unacceptable” for this use.
- Industrial: Noise levels up to 70 dBA CNEL are “normally acceptable” while noise levels between 70 and 80 dBA CNEL are “conditionally acceptable.” Noise levels between 80 dBA and 90 dBA CNEL are “normally unacceptable” and noise levels above 90 dBA CNEL are “unacceptable” for this use.

City of Perris Municipal Code

Chapter 7.34 of the City’s Municipal Code specifies noise limits for construction activities. Section 7.34.060 of the Municipal Code restricts construction activities to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. The ordinance also adds that construction activity shall not exceed 80 dBA L_{max} in residential zones in the City.

Section 7.34.040 and 7.34.050 of the Municipal Code also established a noise threshold for residential neighborhoods. The maximum noise level allowed between the hours of 7:01 a.m. and 10:00 p.m. is 80 dBA L_{max} and the maximum noise level allowed between the hours of 10:01 p.m. and 7:00 a.m. is 60 dBA L_{max} . Furthermore, Section 7.34.050 states that for the noise level at the property line to exceed the ambient noise level by more than one decibel would be considered a violation of the noise section.

City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities

The City of Perris Good Neighbor Guidelines – (GNG 2020) for Siting New and/or Industrial Facilities identifies a number of goals and policies to reduce potential negative impacts on sensitive receptors. Several policies address the generation of noise at industrial facilities and would be applicable to the proposed project. The relevant policies are listed below:

- Goal #1:** Protect the neighborhood characteristics of the urban, rural, and suburban communities.
5. For large industrial uses, require that driveways, loading docks and internal circulation routes are located away from sensitive receptors.
 6. Truck loading bays and drive aisles shall be designed to minimize truck noise.

8. If a public address (PA) system is being used in conjunction with a warehouse/distribution facility operation, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.
19. Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the Truck Routing Plan and State Highway System.
21. Require on site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.

Goal #3: Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.

1. Truck routing plans shall be consistent with the City of Perris Truck Route Plan.
3. Truck traffic shall generally be routed to impact the least number of sensitive receptors.
4. Establish a Truck Routing Plan consistent with the City's truck route and that avoids sensitive receptors.

Goal #4: Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.

1. A separation of at least 300 feet shall be provided, as measured from the dock doors to the nearest property line of the sensitive receptor.
7. Ensure that sensitive receptors are screened from industrial uses using appropriate wall design and heights.
14. Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.

Goal #6: Implement Construction Practice Requirements in Accordance with State Requirements to Limit Emissions and Noise Impacts from Building Demolition, Renovation, and New Construction.

1. The applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.
2. The Applicant to submit a monthly report to the City demonstrating compliance with the construction related policies.
5. Construction contractor shall utilize construction equipment with properly operating and maintained mufflers, consistent with manufacturer's standards.
6. Construction contractors shall locate or park all stationary construction equipment away from sensitive receptors nearest the project site, to the extent practicable.
10. Construction contractors shall prohibit truck drivers from idling more than 5 minutes and require operators to turn off engines when not in use.
12. Minimize noise from construction activities.

Goal #7: Ensure Compliance with the California Environmental Quality Act (CEQA) and State Environmental Agencies.

4. A Noise Impact Analysis shall be prepared to evaluate potential impacts to the neighboring properties. It shall include construction and operation noise impacts, including stationary and off-site increases to ambient noise levels.

4.11.4 Existing Conditions

Existing Noise Sources

The City of Perris is impacted by various noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities. Other sources of noise are the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary-source noise.

Noise Measurements

To determine ambient noise levels in the project area, four short-term (10-minute) noise measurements were taken using a Larson Davis SoundExpert LxT Type I integrating sound level meter on May 31, 2023; refer to **Appendix J** for existing noise measurement data.

The noise measurement locations are shown in **Figure 4.11-1: Noise Measurement Locations**. Short-term measurement 1 (ST-1) was taken at the intersection of Ellis Avenue and Redlands Avenue. ST-2 was taken to represent the ambient noise level at the northeast corner of the project site. ST-3 was taken to represent existing noise levels at the industrial uses west of the project site and ST-4 was taken to represent the existing noise level at the apartments located on Goetz Road. The primary noise sources during the noise measurements were traffic along Ellis Avenue, Case Road, Goetz Road, and Redlands Avenue, parking lot and pedestrian noise, and stationary noise at residential, commercial, and industrial operations nearby. *Table 4.11-5: Noise Measurements* provides the ambient noise levels measured at these locations.

Table 4.11-5: Noise Measurements

Site No.	Location	L _{eq} (dBA)	L _{min} (dBA)	L _{max} (dBA)	L _{peak} (dBA)	Time
ST-1	Intersection of Redlands Avenue and Ellis Avenue	65.6	44.9	79.6	96.4	3:55 p.m. – 4:05 p.m.
ST-2	Northwest of the project site at 681 Ellis Avenue	60.4	51.4	72.7	96.1	2:30 p.m. – 2:40 p.m.
ST-3	Industrial uses at 353 Ellis Avenue	49.2	44.1	65.4	81.4	2:48 p.m. – 2:58 p.m.
ST-4	Hunt Club Apartments on Goetz Road	58.3	46.3	78.8	94.7	3:39 p.m. – 3:49 p.m.

Source: Measurements taken by Kimley-Horn on May 31st, 2023.



Source: Nearmaps, 2023

Figure 4.11-1: Noise Measurement Locations

Ellis Logistics Center Project
Draft EIR



Not to scale

Kimley»Horn

Existing Mobile Noise

Existing roadway noise levels were calculated for the roadway segments in the project vicinity. This task was accomplished using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and existing traffic volumes from the project Transportation Analysis (Kimley-Horn, 2023). The noise prediction model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (also referred to as energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data indicates that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along roadway segments in proximity to the project site are included in *Table 4.11-6: Existing Traffic Noise*.

Table 4.11-6: Existing Traffic Noise

Roadway Segment	ADT	dBA CNEL ¹
Redlands Avenue		
I-215 NB Ramps to I-215 SB Ramps	18,530	64.1
I-215 SB Ramps to 4 th Street	19,130	65.1
4 th Street to Ellis Avenue	6,110	62.3
Case Road		
Ellis Avenue to Murrieta Road	7,490	65.5
Murieta Road to Mapes Road	5,900	64.6
Ellis Avenue		
Case Road to Redlands Avenue	3,270	58.8
Redlands Avenue to West Project Driveway	1,160	60.4
Bonnie Drive/State Route 47		
Mapes Road to I-215 SB Ramps	5,620	61.7
I-215 SB Ramps to I-215 NB Ramps	16,740	67.3
Source: Based on data from the Transportation Analysis (Kimley-Horn, 2023). Refer to Appendix K for traffic noise modeling assumptions and results.		

Existing Stationary Noise

The primary sources of stationary noise in the project vicinity are those associated with the operations of nearby industrial uses and paintball park surrounding the project site. The noise associated with these sources may represent a single-event noise occurrence, short-term noise, or long-term/continuous noise.

Existing Rail Noise

In addition, existing Burlington Northern Santa Fe (BNSF) rail tracks run along the southern side of the project site along Case Road. According to the City's General Plan Noise Element, the railway operates two freight trains a day (one in the daylight hours and the other at night) with the average train containing three engines and 25 railcars. Railway noise would be audible at the project site. Metrolink is another mode of transportation contributing to rail noise. The service has stations in downtown and south of Perris and operates seven days a week with early daylight and night hours. There are a total of 16 trains that run

dependent on destination and day(s) of the week. Metrolink trains are composed of one engine and three railcars.

Existing Airport Noise

The project site is located approximately 0.35 mile east of the Perris Valley Airport. The airport is a small private airport that is primarily used for skydiving planes and light aircraft operations. The Perris Valley Airport has other minimal private aircraft activity and stationary noise sources. The project site is located outside the 55 dBA CNEL noise contour for the airport. It is also located outside the 60 dBA CNEL noise contour for March Air Reserve Base/Inland Port Airport (MARB/IPA).

Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. As shown in *Table 4.11-7: Sensitive Receptors*, sensitive receptors near the project site include residential uses and parks. Surrounding the project site are large industrial areas. The distances shown below are from the project site to the sensitive receptor property line.

Table 4.11-7: Sensitive Receptors

Receptor	Distance and Direction
Single Family Residence	830 feet west
Hunt Club Apartments Park	2,710 feet west
Hunt Club Apartments	2,900 feet west
Source: Google Earth, 2023.	

4.11.5 Impact Thresholds and Significant Criteria

Significant Criteria

Based upon the criteria derived from Appendix G of the State CEQA Guidelines, the project would result in potentially significant impacts if it would:

- 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,
- Generation of excessive groundborne vibration or groundborne noise levels
- 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

Methodology

Construction

Construction noise estimates are based upon noise levels on typical noise levels generated by construction equipment published by the Federal Transit Administration (FTA) and FHWA. Construction noise is assessed in dBA L_{max} . This unit is appropriate because L_{max} can measure the highest time-weighted sound level during a given period of time, and levels can be evaluated in comparison to the Noise Ordinance of 60 dBA L_{max} from 10:01 pm to 7:00 am and 80 dBA L_{max} from 7:01 am to 10:00 pm. For construction noise, the potential for impacts is assessed by considering several factors, including the proximity of construction-related noise sources to sensitive receptors, typical noise levels associated with construction equipment (including trucks), the potential for construction noise levels to interfere with nearby sensitive receptors, the duration that sensitive receptors would be affected, and whether proposed activities would occur outside the construction time limits specified in the Perris Municipal Code.

Reference noise levels are used to estimate noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Construction noise level estimates do not account for the presence of intervening structures or topography, which may reduce noise levels at receptor locations. Therefore, the noise levels presented herein represent a conservative, reasonable worst-case estimate of actual temporary construction noise.

Operations

The analysis of the existing and future noise environments is based on noise prediction modeling and empirical observations. Reference noise level data are used to estimate the project operational noise impacts from stationary sources. Noise levels are collected from field noise measurements and other published sources from similar types of activities are used to estimate noise levels expected with the project's stationary sources. The reference noise levels are used to represent a worst-case noise environment as noise level from stationary sources can vary throughout the day. The traffic noise levels in the project vicinity were calculated using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108).

Vibration

Groundborne vibration levels associated with construction-related activities for the project were evaluated utilizing typical groundborne vibration levels associated with construction equipment, obtained from FTA published data for construction equipment. Potential groundborne vibration impacts related to structural damage and human annoyance were evaluated, considering the distance from construction activities to nearby land uses and typically applied criteria for structural damage and human annoyance.

4.11.6 Impacts and Mitigation Measures

Impact 4.11-1 *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Level of Significance: Significant and Unavoidable

Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. The nearest sensitive receptor to the construction area is an existing residence located approximately 830 feet from the project boundary, directly west along Case Road.

Construction activities would include demolition, site preparation, grading, building construction, and paving. Such activities would require industrial saws, excavators, and dozers during demolition; dozers and tractors during site preparation; excavators, graders, and dozers during grading; cranes, forklifts, generators, tractors, and welders during building construction; and pavers, rollers, mixers, and paving equipment during paving. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in *Table 4.11-8: Typical Construction Noise Levels*. Equipment noise levels at 830 feet, the distance to the nearest sensitive receptor, is included in *Table 4.11-8*.

The City of Perris has established an 80 dBA L_{max} construction noise threshold for residential zones within the City. The threshold of 80 dBA L_{max} at the affected residential property is used to analyze construction noise impacts. As shown in *Table 4.11-8*, if construction equipment remained stationary and operated at the project boundary nearest to the closest sensitive receptor, construction noise would not exceed the City's 80 dBA L_{max} threshold. These assumptions represent the worst-case noise scenario because construction activities would typically be spread out throughout the project site, and thus some equipment would be further away from the affected receptors. In addition, construction noise levels are not constant, and in fact, construction activities and associated noise levels would fluctuate and generally be brief and sporadic, depending on the type, intensity, and location of construction activities. Construction noise would also be acoustically dispersed throughout the project site and would be masked by freeway noise and roadway noise. Furthermore, the project would be required to adhere to Section 7.34.060 of the Municipal Code which restricts construction activities to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. Therefore, project construction activities would result in a less than significant noise impact.

Table 4.11-8: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA L _{max}) at 50 feet from Source	Typical Noise Level (dBA L _{max}) at 830 feet from Source ¹
Dozers	82	57
Tractor	84	60
Excavators	81	56
Graders	85	61
Scrapers	84	59
Front End Loader	79	55
Crane	81	56
All Other Equipment > 5 HP ¹	85	61
Generator	81	56
Welders/Torch	74	50
Pavers	77	53
All Other Equipment > 5 HP ²	85	61
Rollers	80	56
Air Compressors	78	53

Source: Roadway Construction Noise Model (RCNM 2.0)

Notes:

1. Used RCNM equipment type, All Other Equipment > 5 HP, as Forklift equipment type does not exist in RCNM.
2. Used RCNM equipment type, All Other Equipment > 5 HP, as Pavement equipment type does not exist in RCNM.

Source: Roadway Construction Noise Model (RCNM 2.0)

The City of Perris has established an 80 dBA L_{max} construction noise threshold for residential zones within the City. The threshold of 80 dBA L_{max} at the affected residential property is used to analyze construction noise impacts. As shown in *Table 4.11-8*, if construction equipment remained stationary and operated at the project boundary nearest to the closest sensitive receptor, construction noise would not exceed the City’s 80 dBA L_{max} threshold. These assumptions represent the worst-case noise scenario because construction activities would typically be spread out throughout the project site, and thus some equipment would be further away from the affected receptors. In addition, construction noise levels are not constant, and in fact, construction activities and associated noise levels would fluctuate and generally be brief and sporadic, depending on the type, intensity, and location of construction activities. Construction noise would also be acoustically dispersed throughout the project site and would be masked by freeway noise and roadway noise. Furthermore, the project would be required to adhere to Section 7.34.060 of the Municipal Code which restricts construction activities to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. Therefore, project construction activities would result in a less than significant noise impact.

Operational Stationary Noise

Implementation of the proposed project would create new sources of noise in the project vicinity. The major noise sources associated with the project that would potentially impact existing nearby residences include stationary noise equipment (i.e., trash compactors, air conditioners, etc.); truck and loading dock (i.e., slow moving trucks on the site, maneuvering and idling trucks, air brakes, backup beepers, equipment

noise); parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and off-site traffic noise.

Mechanical Equipment

Potential stationary noise sources related to long-term operation of the project would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 69 dBA L_{max} at 50 feet.² Based on preliminary site plans, the nearest potential location for a HVAC unit would be approximately 830 feet from the closest sensitive receptor. HVAC noise levels would attenuate to approximately 44 dBA at that distance, which is below the City of Perris 60 dBA exterior and 45 dBA interior noise standards for residential uses. The closest industrial use to mechanical equipment would be located approximately 215 feet away and mechanical equipment noise from the project would be at 56 dBA which is below the 70 dBA exterior noise standard.

Truck and Loading Dock Noise

During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. The nearest loading/unloading activities to residential properties would occur on the northern edge of the project site.

The proposed project buildings include dock-high doors for truck loading/unloading and manufacturing/light industrial operations. The nearest dock-high doors to residences are located more than 830 feet from the nearest residential property line and are oriented to the north, away from the residences to the west. Loading dock noise is approximately 78 dBA L_{max} at 50 feet.³ Loading dock noise levels would be approximately 50 dBA without accounting for the intervening structures. Furthermore, loading dock doors would be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. Therefore, noise levels associated with truck loading/unloading activities would not exceed the City of Perris 60 dBA exterior and 45 dBA interior noise standards when measured at the nearest residential uses. The nearest industrial use is located 280 feet away from the loading docks. At this distance, loading dock noise level would be 63 dBA which is below the 70 dBA normally acceptable level for industrial uses.

Rail Spur Noise

The project would incorporate a rail spur connection that would store train cars on the southeastern edge of the project site. The operation of the rail spur would generate noise that would impact surrounding uses. The closest sensitive receptor to the rail spur connection would be located more than 1,000 feet away to the northwest. Operation of the rail spur connection would be infrequent and is not anticipated

² King Commerce Center, *Enclosure Sound Data Sheet – Diesel, Open Field*, October 2020.

³ Loading dock reference noise level measurements conducted by Kimley-Horn on December 18, 2018. Loading dock activities included trucks arriving at the docks, backing up, and loading/unloading using palette jacks.

to generate noise levels above the existing railway that travels along the south of the site. Furthermore, the rail spur connection is on the southeastern part of the project site and is located away from any sensitive receptors. Therefore, operation of the rail spur connection would not have a significant noise impact.

Parking Noise

The project would provide a total of 174 parking stalls, 227 trailers stalls, and 87 dock doors. Parking stalls would be located on the north, west, and south faces of the proposed building. Nominal parking noise would occur within the on-site parking facilities. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys is 68 dBA L_{max} ⁴ at 50 feet; however, due to the orientation of the buildings, sensitive receptors would be shielded from the majority of parking lot noise. The nearest sensitive receptor would be located approximately 830 feet west of the parking lot. Parking lot noise would be attenuated to approximately 43 dBA L_{max} at this distance. The closest industrial use to the parking lot would be located approximately 215 feet away and parking lot noise would be approximately 53 dBA L_{max} . Therefore, parking noise would not exceed the 80 dBA L_{max} daytime and 60 dBA L_{max} nighttime noise standards when measured at the nearest residential uses.

Off-Site Traffic Noise

Implementation of the project would generate increased traffic volumes along nearby roadway segments. According to the Traffic Analysis, the project Buildout would generate a total of 1,100 daily trips which would result in noise increases on project area roadways. In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5 dBA increase is readily noticeable. Generally, traffic volumes on project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. Therefore, permanent increases in ambient noise levels of less than 3 dBA are considered to be less than significant when noise levels are above normally acceptable levels for the surrounding land uses.

Traffic noise levels for roadways primarily affected by the project were calculated using the FHWA's Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise modeling was conducted for conditions "With" and "Without Project", based on traffic volumes from the Traffic Analysis. *Table 4.11-9: Existing Plus Project Traffic Noise Levels* identifies project traffic-generated noise levels and compares them to existing noise levels. Noise levels on project area roadways under "With Project" conditions would range between 62.1 dBA CNEL and 68.0 dBA CNEL at 100 feet from the centerline, and the project would result in a maximum increase of 4.1 dBA CNEL along Ellis Avenue. While noise levels would increase above three decibels, the surrounding land uses are primarily industrial uses and the local area is zoned as industrial as shown in the Perris Zoning Map and Downtown Perris Specific Plan (DTSP). Therefore, the normally acceptable level would be 70 dBA CNEL and traffic noise would remain below the normally acceptable level for most land uses. However, there is one residential use located within 100 feet of Ellis Avenue from

⁴ Parking lot reference noise level measurement conducted by Kimley-Horn on November 11, 2021.

Case Road to Redlands Avenue that would experience noise levels above the normally acceptable residential threshold due to increases above 3 dBA. Therefore, noise impacts from off-site traffic would be significant at this one location.

Table 4.11-9: Existing Plus Project Traffic Noise Levels

Roadway Segment	Existing Conditions		Existing with Project		Change from Project Conditions	Significant Impact
	ADT	dBA CNEL ¹	ADT	dBA CNEL ¹		
Redlands Avenue						
I-215 NB Ramps to I-215 SB Ramps	18,530	64.1	18,860	64.1	0.0	No
I-215 SB Ramps to 4 th Street	19,130	65.1	19,510	65.1	0.0	No
4 th Street to Ellis Avenue	6,110	62.3	6,680	62.5	0.2	No
Case Road						
Ellis Avenue to Murrieta Road	7,490	65.5	7,980	67.1	1.6	No
Murietta Road to Mapes Road	5,900	64.6	6,390	66.5	1.9	No
Ellis Avenue						
Case Road to Redlands Avenue	3,270	58.8	3,860	62.1	3.3	Yes
Redlands Avenue to West Project Driveway	1,160	60.4	2,320	64.5	4.1	No ¹
Bonnie Drive/State Route 47						
Mapes Road to I-215 SB Ramps	5,620	61.7	6,110	64.0	2.3	No
I-215 SB Ramps to I-215 NB Ramps	16,740	67.3	16,990	68.0	0.7	No
Source: Based on data from the Transportation Analysis (Kimley-Horn, 2023). Refer to Appendix K for traffic noise modeling assumptions and results.						
Notes: 1. Traffic noise levels remain below the normally acceptable noise compatibility threshold for industrial uses.						

A number of measures could be considered for the reduction of noise along Ellis Avenue from Case Road to Redlands Avenue. For example, the impacted roadway segment could be repaved to rubberized asphalt or open-grade asphalt concrete. Although this would be effective in reducing the increase in noise from traffic, the up-front and maintenance costs would not be feasible. Repavement of the roadway segment would also create impacts of its own such as construction-related air pollutant emissions and noise. Furthermore, pavement deterioration would cause further noise level increases over time. Sound barrier walls could be installed surrounding the existing residence along the impacted roadway. However, the impacted land use is on private property outside the control of the project developer and would limit the access driveways into this area. Finally, requiring the project to only allow electric trucks was considered. However, the timeline for electric truck utilization is unknown as these vehicles are not readily available and the technology is still in testing. Roadway noise will gradually decrease over time as electric trucks are phased in as required by State law, but this timing is uncertain. Therefore, there are currently no feasible or practical mitigation measures available to reduce off-site traffic noise generated by the project. Thus, off-site traffic noise would be significant and unavoidable.

Impact 4.11-2 *Generation of excessive groundborne vibration or groundborne noise levels?****Level of Significance: Less than Significant***

Construction Vibration

Construction operations can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Construction on the project site would have the potential to result in varying degrees of temporary ground-borne vibration, depending on the specific construction equipment used and the operations involved.

The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage.

Table 4.11-10: Typical Construction Equipment Vibration Levels, lists vibration levels at 25 feet for typical construction equipment and at 75 feet for the location of the nearest structure to the project site. Vibration levels at 830 feet, the distance to the nearest sensitive receptors construction activities, are also included in *Table 4.11-10*.

Ground-borne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in *Table 4.11-10*, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

The nearest structure to the project site is located 75 feet to the west. As shown in *Table 4.11-10*, at 75 feet the vibration velocities from construction equipment would not exceed 0.017 in/sec PPV, which is below the FTA's 0.20 in/sec PPV threshold for building damage. Furthermore, the nearest sensitive receptor to the construction site is approximately 830 feet to the west. As shown in *Table 4.11-10*, at 830 feet the vibration velocities from construction equipment would not exceed 0.0005 in/sec PPV, which is below the FTA's 0.10 in/sec PPV annoyance threshold. It is also acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure. Therefore, vibration impacts associated with project construction and operation would be less than significant.

Table 4.11-10: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 75 Feet (in/sec) (nearest structure)	Peak Particle Velocity at 830 Feet (in/sec) (nearest residential property line)
Large Bulldozer	0.089	0.017	0.0005
Caisson Drilling	0.089	0.017	0.0005
Loaded Trucks	0.076	0.015	0.0004
Rock Breaker	0.059	0.011	0.0003
Jackhammer	0.035	0.007	0.0002
Small Bulldozer/Tractors	0.003	0.001	0.0000
¹ Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , 2018; D = the distance from the equipment to the receiver.			
Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , 2018.			

Operational Vibration

As mentioned previously, the project would incorporate a rail spur connection that would store train cars on the southwestern edge of the project site. The operation of the rail spur would generate vibration levels that would impact surrounding uses. The FTA does not classify the nearby uses, industrial structures or the nearby paintball park, as sensitive land use categories susceptible to groundborne vibration. Furthermore, rail spur operations at the site would be infrequent and are anticipated to have minimal rail traffic. Therefore, the vibration generated by the rail spur operation would not significantly impact nearby uses.

The project does not anticipate adding any other sources of groundborne vibration that could be felt at surrounding uses. Therefore, operational vibration impacts associated with project operation would be less than significant.

Impact 4.11-3 *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

Level of Significance: Less than Significant

The nearest airport to the project site is the Perris Valley Airport located approximately 0.35 mile west of the project site. The project site lies outside of the 55 dBA CNEL noise contour shown in the Initial Study and Negative Declaration: Airport Land Use Compatibility Plan for Perris Valley Airport report published in October 2010.⁵ The site is also located outside the 60 dBA CNEL noise contour for March Air Reserve Base/Inland Port Airport (MARB/IPA). Although aircraft-related noise would occasionally be audible at the project site, noise from aircraft would not substantially increase ambient noise levels. Exterior noise levels resulting from aircraft would be compatible with the proposed project. By ensuring compliance with the City’s normally acceptable noise level standards, interior noise levels would also be considered acceptable

⁵ Riverside County, *Initial Study and Negative Declaration: Airport Land Use Compatibility Plan for Perris Valley Airport*, October 2010.

with aircraft noise. Therefore, the project would not expose people residing or working in the project area to excessive airport- or airstrip-related noise levels and impacts would be less than significant.

4.11.7 Cumulative Impacts

Construction Noise

Project-related construction activities would not result in a substantial temporary increase in ambient noise levels. Construction noise impacts would be periodic and temporary and would cease upon completion of construction activities. The project would contribute to other proximate construction project noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the project's construction-related noise impacts would be less than significant.

Construction activities at other planned and approved projects near the project site would be required to comply with applicable City rules related to noise. Activities would take place during daytime hours on the days permitted by the applicable Municipal Code, and projects requiring discretionary City approvals would be required to evaluate construction noise impacts, comply with the City's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Given that noise dissipates as it travels away from its source, noise impacts would be limited to the project site and immediate vicinity. Therefore, project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed, and impacts in this regard would not be cumulatively considerable.

Operational Noise

Cumulative Stationary Noise

Stationary noise sources associated with the project would result in an incremental increase in non-transportation noise sources in the project vicinity. However, as discussed above, operational noise caused by the project would be less than significant. Additionally, due to project site's distance to sensitive receptors, cumulative stationary noise impacts would not occur. Per the Riverglen Specific Plan, there are planned residential uses to the southeast of the Project. However, these residences would be located more than 1,500 feet from the project site and would not experience significant noise levels from the stationary sources at the project site. Similar to the proposed project, other planned and approved projects would be required to analyze and mitigate stationary noise impacts at nearby sensitive receptors, if necessary. As stationary noise sources are generally localized, there would be a limited potential for other projects to contribute to cumulative noise impacts.

There is the construction and operation of nearby industrial warehouses that would combine with the operational noise levels generated by the project. However, the project's noise level is well below the noise thresholds for sensitive receptors established by the City. Furthermore, each nearby project must comply with applicable City regulations that limit operational noise to acceptable levels. Therefore, the project, together with other projects, would not create a significant cumulative impact.

Given that noise dissipates as it travels away from its source, operational noise impacts from on-site

activities and other stationary sources would be limited to the project site and the immediate vicinity. Thus, cumulative operational stationary noise impacts from related projects, in conjunction with project-specific noise impacts, would not be cumulatively significant.

Cumulative Traffic Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the proposed project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the project and other projects in the vicinity. Cumulative increases in traffic noise levels were estimated by comparing the “Existing” and “Cumulative Without Project” scenarios to the “Cumulative Plus Project” scenario. The traffic analysis considers cumulative traffic from future growth assumed in the transportation model, as well as cumulative projects.

A project’s contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The following criteria is used to evaluate the combined and incremental effects of the cumulative noise increase.

- **Combined Effect.** The cumulative with project noise level (“Cumulative With Project”) would cause a significant cumulative impact if a 3.0 dBA increase over “Existing” conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use. Although there may be a significant noise increase due to the proposed project in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed project.
- **Incremental Effects.** The “Cumulative With Project” causes a 1.0 dBA increase in noise over the “Cumulative Without Project” noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed project and growth due to occur in the general area would contribute to cumulative noise impacts.

Table 4.11-11: Cumulative Plus Project Conditions Predicted Traffic Noise Levels, identifies the traffic noise effects along roadway segments in the project vicinity for “Existing,” “Cumulative Without Project,” and “Cumulative With Project,” conditions, including incremental and net cumulative impacts.

Table 4.11-11: Cumulative Plus Project Conditions Predicted Traffic Noise Levels

Roadway Segment	Existing (dBA CNEL ¹)	Cumulative Without Project (dBA CNEL ¹)	Cumulative With Project (dBA CNEL ¹)	Combined Effects	Incremental Effects	Cumulatively Significant Impact
				dBA Difference: Existing and Cumulative With Project	dBA Difference: Cumulative Without and With Project	
Redlands Avenue						
I-215 NB Ramps to I-215 SB Ramps	64.1	66.3	66.3	2.2	0.0	No
I-215 SB Ramps to 4 th Street	65.1	66.2	66.2	1.1	0.0	No
4 th Street to Ellis Avenue	62.3	64.4	64.5	2.2	0.1	No
Case Road						
Ellis Avenue to Murrieta Road	65.5	67.5	68.5	3.0	1.0	Yes
Murieta Road to Mapes Road	64.6	67.6	68.6	4.0	1.0	Yes
Ellis Avenue						
Case Road to Redlands Avenue	58.8	62.7	64.3	5.5	1.6	Yes
Redlands Avenue to West Project Driveway	60.4	66.8	68.1	7.7	1.3	Yes
Bonnie Drive/State Route 47						
Mapes Road to I-215 SB Ramps	61.7	64.7	66.0	4.3	1.3	Yes
I-215 SB Ramps to I-215 NB Ramps	67.3	68.1	68.8	1.5	0.7	No
Source: Based on data from the Transportation Analysis (Kimley-Horn, 2023). Refer to Appendix K for traffic noise modeling assumptions and results.						

There are five segments that exceed the Combined Effects and Incremental Effects criteria: Case Road from Ellis Avenue to Murrieta Road, Case Road from Murieta Road to Mapes Road, Ellis Avenue from Case Road to Redlands Avenue, Ellis Avenue from Redlands Avenue to West Project Driveway, and the segment on Bonnie Drive between Mapes Road and the I-215 SB Ramps. These roadways are currently low volume roads and would be the designated truck routes that lead up to the project site and other future industrial developments along Ellis Avenue. Furthermore, due to the low buildout of the area, cumulative traffic would significantly increase on the surrounding roadway segments. Noise generated on these roads would also be above the normally acceptable noise levels for the surrounding commercial, residential, and public land uses planned as shown in the Perris Zoning Map, Green Valley Specific Plan, and Riverglen Specific Plan. Therefore, cumulative traffic noise impacts would be significant.

As discussed above, a number of measures could be considered for the reduction of noise on the significant segments. However, there are no feasible or practical mitigation measures that are currently available to reduce cumulative traffic noise generated by the project. Thus, the increase in cumulative traffic noise would be significant and unavoidable.

4.11.8 Significant Unavoidable Impacts

As discussed previously, the increase in off-site traffic noise would be significant and unavoidable on a project-level and cumulative basis. Mitigation measures applicable to off-site traffic noise are either not within the control of the project applicant and/or would not be feasible or reasonable to include for the project. Therefore, noise levels would remain above normally acceptable levels for the nearby land uses and would be above the combined and incremental effects thresholds. Therefore, project-related and cumulative off-site traffic noise would be significant and unavoidable.

4.11.9 References

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- City of Perris. 2023. City of Perris Municipal Code.
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- Kimley-Horn. 2023. Perris Newcastle Ellis Warehouse Transportation Impact Analysis Study.
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- U.S. Department of Transportation, Federal Transit Administration. 2006. Transit Noise and Vibration Impact Assessment Guidelines.

4.12 PUBLIC SERVICES

4.12.1 Introduction

This section of the Environmental Impact Report (EIR) describes the affected environment and regulatory setting pertaining to public services, which include fire and police protection, schools, parks, medical services, and other public facilities. This section also addresses the potential impacts on public services that would result from implementation of the proposed project. Information for this section was taken from numerous sources, including websites, personal correspondence, and service agency plans.

4.12.2 Environmental Setting

The approximately 34.52-acre project site is located in the south-central portion of the City of Perris, just northeast of the Perris Valley Airport. The project area is shown on the USGS Perris, California 7.5-minute topographic quadrangle in Section 5, Township 5 South, Range 3 West. It is bordered to the north by Ellis Avenue and on the southwest by Case Road and the railroad; a paintball club is located to the east and commercial buildings flank it to the west. The project site itself is currently vacant.

Fire Protection Services

The City of Perris is served by the Riverside County Fire Department (RCFD). The RCFD operates 93 fire stations in six divisions comprised of 17 line battalions, providing fire suppression, emergency medical, technical rescue, fire prevention and related services. The equipment used by the RCFD has the versatility to respond to both urban and wildland emergencies (Riverside County Fire Department Strategic Plan, 2009). There are five fire stations in the City with Fire Station 101 (City of Perris), located at 105 S. F Street, being the closest to the proposed project site. Fire Station 101 is approximately 1.1 miles northwest of the project site.

The California Department of Forestry and Fire Protection (CAL FIRE) provides mapping of most areas of the state under the direction of Public Resources Code (PRC) 4201-4204 and Government Code 51175-89. Mapping efforts include a classification of Fire Hazard Severity Zones (FHSZs) as well as showing areas within a Federal Responsibility Area (FRA), State Responsibility Area (SRA) or Local Responsibility Area (LRA). The responsibility areas define what agencies will have the primary role of jurisdiction for firefighting in certain areas. FHSZs are categorized by the level of risk or threat in a certain area from fire. Areas such as mountain zones with thick and dry vegetation will typically be more susceptible to wildfire than a desert region with sparse vegetation.

The project site is within an LRA and is unzoned by CAL FIRE in terms of fire hazard severity [CAL FIRE, 2007a, 2007b). The project site is not located in an area designated as an SRA. The project site is surrounded by areas that are undeveloped, but in the process of being developed with industrial uses. There are no surrounding areas that contain thick vegetation or areas that would be considered fire hazards. Therefore, the wildfire hazard is considered very low.

Law Enforcement

Riverside County Sheriff's Department

The Riverside County Sheriff's Department (RCSD), under contract with the City of Perris and operating as the Perris Police Department, provides law enforcement services to the City. The RCSD has a staff of 3,600 which covers Riverside County's unincorporated areas and some of its incorporated areas. The Perris police station is located at 137 North Perris Boulevard, approximately 1.3 miles northwest of the project site.

California Highway Patrol

As a major statewide law enforcement agency, the California Highway Patrol (CHP) is responsible for managing and regulating traffic for the safe, lawful, and efficient use of California highways. The agency also provides disaster and life-saving assistance.

The primary purpose of the CHP is to ensure highway safety and provide service to the public. When requested, it assists local governments during emergencies. The CHP patrols State highways and all County roadways, enforces traffic regulations, responds to traffic accidents, and provides service and assistance to disabled vehicles.

The CHP provides traffic regulation enforcement; oversees response to emergency incidents on California highways or assists other public agencies responding to emergency incidents; and promotes the safe and efficient movement of people and goods on California highways to minimize loss of life, injuries, and property damage. CHP officers patrol 186,805 miles of roadway and implement the CHP's other law enforcement activities (e.g., vehicle theft investigation and prevention, vehicle inspections, accident investigations, and public awareness campaigns), with the support of the non-uniformed personnel assigned to area and division offices (CHP 2020a).

The CHP is divided into eight divisions that provide services in areas of California. The project site is within the jurisdiction of the Inland Division. The Inland Division has 12 offices, one commercial vehicle enforcement facility, and three communications and dispatch centers. The nearest Inland Division office to the project site is located in the City of Riverside at 8118 Lincoln Avenue, approximately 19 miles north of the project site (CHP, 2023).

Medical Services/Parks/Schools/Other Public Facilities

Emergency Medical Services

Emergency medical services are comprised of a handful of organizations, both public and private. As stated previously, the City of Perris' fire protection services are provided by the Riverside County Fire Department which serves as the City's fire department. In addition to providing fire protection, the Riverside County Fire Department will also provide emergency medical services. Often, the fire department is one of the first to respond to a variety of medical emergencies. Though the Riverside County Fire Department will respond to medical emergencies, they do not transport individuals seeking

emergency medical care to the various local hospitals; this task is done by privately owned emergency medical service providers. In this case, American Medical Response (AMR) provides emergency medical services along with transportation to the local hospitals (EMS Evaluation Report, 2014).

The closest hospital to the proposed project site is the Menifee Global Medical Center located in the City of Menifee about 12 miles away. The next closest medical facility is the Perris Valley Clinica Familiar located in the City of Perris and is about 1.1 miles away.

Parks and Recreation

The City of Perris Community Services Department provides community services and recreational and leisure time opportunities and is responsible for the planning, development, and maintenance of the City's parks and recreational facilities. The project area currently does not contain any parkland or recreational facilities. The nearest park is Mercado Park, which is approximately one mile away, and includes amenities such as a basketball court, picnic tables, a playground, restrooms, a splash pad, a theatrical stage, and a walking trail (City of Perris, 2023).

Educational Facilities

The educational system in the City of Perris is comprised of three separate school districts: the Val Verde Unified School District, the Perris Union High School District, and the Perris Elementary School District. The Val Verde Unified School district serves grades K – 12, while the Perris Union High School District serves middle school and high school students with the Perris Elementary School District serving elementary students.

Additionally, the City is in close proximity to Moreno Valley College which is a community college that is part of the Riverside Community College District. The nearest university is located in the City of Riverside. The University of California, Riverside is a part of the University of California system and is north of the City of Perris. The project site is located within the Perris Elementary School District and the Perris Union High School District. The nearest school to the proposed project site is Perris Lake High School and is about 1.3 miles northwest of the project site.

Library

Residents of the City of Perris are provided library services through the Riverside County Library System (RCLS). RCLS operates at 35 locations, two Mobile Resource Vans, two museums and a Creation Station. Services include a collection of over 1.3 million books, materials and electronic resources, educational and literacy, job and career development and life enrichment programs (Riverside County Library, 2023). The Perris Branch is the closest library to the project site. The Perris Branch is located in downtown Perris is approximately 1.6 miles from the project site.

4.12.3 Regulatory Setting

Federal

There are no applicable federal regulations for this issue area.

State

California Fire Code

The 2016 California Fire Code establishes the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures and premises, and to provide safety and assistance to fire fighters and emergency responders during emergency operation. Chapter 6 (Building Services and Systems) of the Code focuses on building systems and services as they relate to potential safety hazards and when and how they should be installed. Building services and systems are addressed include emergency and standby power systems, electrical equipment, wiring and hazards, and stationary storage battery systems. Chapter 33 (Fire Safety During Construction and Demolition) of the Code outlines general fire safety precautions to maintain required levels of fire protection, limit fire spread, establish the appropriate operation of equipment and promote prompt response to fire emergencies. Features regulated include fire protection systems, fire fighter access to the site and building, means of egress, hazardous materials storage and use and temporary heating equipment and other ignition sources.

California Department of Forestry and Fire Protection (CALFIRE)

Under Title 14 of the California Code of Regulations (CCR), CALFIRE has the primary responsibility for implementing wildfire planning and protection for SRAs. CALFIRE develops regulations and issues fire-safe clearances for land within a fire district of the SRA. More than 31 million acres of California's privately-owned wildlands are under CALFIRE's jurisdiction.

CALFIRE adopted Fire Hazard Severity Zone maps for State Responsibility Areas in November 2007. Fire Hazard is a way to measure the physical fire behavior so that people can predict the damage a fire is likely to cause. Fire hazard measurement includes the speed at which a wildfire moves, the amount of heat the fire produces, and most importantly, the burning fire brands that the fire sends ahead of the flaming front. The project site is not located within an area that would be classified as high or very high fire hazard. The project site is not located in the SRA (CALFIRE, 2007).

In addition to wildland fires, CALFIRE's planning efforts involve responding to other types of emergencies that may occur on a daily basis, including residential or commercial structure fires, automobile accidents, heart attacks, drowning victims, lost hikers, hazardous material spills on highways, train wrecks, floods, and earthquakes. Through contracts with local government, CALFIRE provides emergency services in 36 of California's 58 counties (CALFIRE, 2020).

Local

Riverside County Unit Strategic Fire Plan

The purpose of the Riverside County Fire Plan is to describe the Riverside Unit's preparedness and firefighting capabilities, identify collaboration with all County stakeholders, identify Values at Risk, discuss Pre-fire management strategies, and articulate Pre-fire Management tactics. The 2022 Riverside Unit Pre-

Fire Management Plan strongly reflects the continuing State of Emergency that exists in the SRA in Riverside County. Unit personnel at all levels in conjunction with Riverside County Emergency Management Department are working diligently to provide solutions to the rapidly changing environment (Riverside County Fire Plan, 2022).

City of Perris General Plan

The project site is located within the City of Perris. Below are the applicable policies, goals, and implementation measures for public services found in the City of Perris General Plan. The City of Perris General Plan contains additional policies, goals, and implementation measures that are more general in nature and not specific to the proposed project. Specifically, the policies, goals, and implementation measures related to public services can be found in the Land Use and Safety Elements.

Land Use Element

Goal II **New development consistent with infrastructure capacity and municipal services capabilities.**

Policy II.A Require new development to pay its full, fair-share of infrastructure costs.

Implementation Measures

II.A.3 Revise the capital facilities fee program so that all infrastructure construction and improvements identified as attributable to new development are fully funded.

Safety Element

Goal S-2 **A community designed to effectively respond to emergencies and ensure the safety of residents and businesses.**

Policy S-2.4 Provide adequate emergency facilities to serve existing and future residents, ensuring that all new essential facilities are located outside of hazard prone areas.

Policy S-2.5 Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.

Goal S-3 **A community where residents and businesses are well-informed about disaster preparedness, response and recovery.**

Policy S-3.1 Develop an all-hazards-oriented public awareness effort that identifies relevant information for residents and businesses regarding emergency preparedness, hazard mitigation, and tips and tools for homeowners and businesses within the City.

Goal S-8 **Built and natural environments protected from exposure to hazardous materials.**

Policy S-8.3 Facilitate coordinated, effective responses to hazardous materials emergencies in the City to minimize health and environmental risks.

City of Perris Municipal Code – Chapter 19.68 – Development Impact Fees

Chapter 19.68 of the City of Perris Municipal Code implements a unified development impact fee (DIF) program to fund the acquisition, design, and construction of certain public facilities necessary to serve new development within the city. The public facilities funded by the development impact fees are in the following categories: (1) police; (2) fire; (3) community amenities; (4) government services; (5) parks; (6) transportation; and (7) administration.

City of Perris Municipal Code - Title 20 – Fire Protection Regulations

Title 20 of the City of Perris Municipal Code, also known as the City Fire Ordinance, regulates governing conditions to life and property from fire, hazardous materials or explosion. The City Fire Ordinance is meant to regulate certain activities and developments and the standards on firefighting elements within the City of Perris. Firefighting elements such as fire hydrants are discussed in detail and regulated to ensure that the capability to fight fires is present throughout the City.

4.12.4 Impact Thresholds and Significant Criteria

Significant Criteria

Based upon the criteria derived from Appendix G of the State CEQA Guidelines, the project would result in potentially significant impacts if it would:

- 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:
 - i) Fire Protection
 - ii) Police Protection
 - iii) Schools
 - iv) Parks
 - v) Other public facilities

Based on proposed project characteristics and the resources in the proposed project area, no impacts are anticipated with respect to schools, parks or other public facilities, as discussed in Chapter 7, *Effects Found Not to be Significant*.

Methodology

The methodology used to evaluate potential public service impacts includes the following: (1) evaluation of existing fire and law enforcement services and personnel for the fire and law enforcement stations serving the project site; (2) determination of whether the existing fire and police services and personnel are capable of servicing the proposed project, in addition to the existing population and building stock;

and (3) determining whether the proposed project's contribution to the future service population would cause fire or police station(s) to operate beyond service capacity. The determination of the significance of the proposed project on fire protection and emergency medical and law enforcement protection services considers the level of services required by the proposed project and the ability of the Riverside County Fire Department (RCFD) and the Riverside County Sheriff's Department (RCSD) to provide this level of service and maintain the regular level of service provided throughout the county, which in turn could require the construction of new or expansion of existing facilities. The methodology for this analysis included a review of available RCFD and RCSD data and sending each department a questionnaire to answer questions about the potential for any impact to their levels of service as a result of the proposed project. Using the aforementioned resources and professional judgment, impacts were analyzed according to the CEQA significance criteria described below.

4.12.5 Impacts and Mitigation Measures

Impact 4.12-1 *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:*

i) Fire Protection?

Level of Significance: Less Than Significant

As stated previously, the proposed project site is located between Ellis Avenue and Case Road. The nearest fire station (Fire Station 101) to the proposed project site is an RCFD fire station located at 105 S. F Street approximately 1.1 miles northwest of the proposed project site. The proposed project would consist of a 643,419-square-foot industrial warehouse on two parcels totaling approximately 34.52 acres. This "high-cube" development would accommodate truck traffic that is picking up and dropping off consumer items. The proposed project would likely operate for shipping and receiving of goods and/or as a fulfillment center for customers to enable a faster and more efficient means of shipping. Materials and goods would likely be delivered and shipped via line-haul trucks (18-wheeler trailer trucks). If deliveries are made from the warehouse directly to customers, products could be loaded into small delivery vehicles (typically vans) and delivered to customers. Typical hours of operation are anticipated to be up to 24 hours per day.

The proposed project is an industrial warehouse development that does not include housing which would in turn increase the local population and possibly increase the need for new fire protection facilities. However, regarding the on-site personnel, the proposed project has the potential to create an increased demand for emergency services from the RCFD. Service demands could increase if accidents occur during construction phase and during operations because additional employees are anticipated for the construction phase and truck traffic would be frequent on Ellis Avenue where the site is accessed. Typical service demands per employee are less than service demands for uses such as residential uses, however, this could increase service demands during the construction and operational phases. Due to the nature of the project, the increase in workers during the construction phase would be temporary and, upon

completion, would cease. Though it is expected that the number of employees would increase during the construction phase, it is not anticipated to result in a substantial increase in demands for fire services considering that typical service demands per employee are less than demands from residential uses.

To decrease the number of potential services needed, in particular medical services, there would be safety measures put in place with some of those being required by the Occupational Safety and Health Administration (OSHA) and the California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) who regulates safety for all industries, including warehousing. Safety measures may include requiring proper safety equipment, installing proper ventilation, a fire prevention plan, and much more (OSHA, 2023). These types of safety measures are typical of this type of work which are meant to cut the number of accidents on-site. With these safety measures in place and being regulated by the OSHA and Cal/OSHA, the proposed project is not anticipated to require an increased level of service from the RCFD. The project would also be subject to the DIF established by Perris Municipal Code Chapter 19.68. The City's Community Services Department would receive a portion of the DIF to offset the impact of developing new facilities to support fire protection services.

Impact 4.12-1 ***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:***

ii) *Police Protection?*

Level of Significance: Less Than Significant

As described above, the RCSO provides primary law enforcement protection services for the project site and surrounding areas. The Perris police station is located at 137 North Perris Boulevard, approximately 1.3 miles northwest of the project site, and would provide primary law enforcement services to the project site. The need for police protection services could increase during construction and operation of the proposed project as additional personnel would be present on the project site.

The project's construction personnel commuting to the project site via the highways and local roads would be expected to adhere to all traffic laws and roadways and highways would be patrolled by RCSO and CHP personnel. Therefore, the slight increase in traffic would not result in the need for new or altered facilities during construction.

The proposed project is not anticipated to result in a substantial increase in demand for law enforcement personnel in response to crimes committed on-site. For security, the perimeter of the project site would be screened with either a fence or high screenwall. As shown on the Proposed Site Plan, the northern perimeter of the project site would be screened by a 14-foot-high screenwall while the eastern and western perimeters would be screened by an 8-foot-high tube steel fence painted black with plasters. The southern perimeter would be a mix of the 8-foot-high fence and the 14-foot-high screenwall.

Along with the fence and high screenwall, all the parking would be internal. Specifically, there would be 55 trailer stalls in the northern portion of the project site with a total of 172 in the southern portion while the western and northwestern sides of the project site would include parking for automobiles. Lighting would be installed throughout the project site including around the perimeter of the building and in the parking areas. During the construction and operational phases, security would be on-site and during the operational phase, security cameras would be installed. In sum, with the perimeter being surrounded by either an 8-foot-high fence or a 14-foot-high screenwall, the parking being internal, lighting surrounding the perimeter and in the parking areas and security and security cameras present, criminal activity would be discouraged. Thus, the combination of these factors would limit any increase in need for law enforcement services by the project and impacts to law enforcement services are less than significant. The project would also be subject to the DIF established by Perris Municipal Code Chapter 19.68. The City's Community Services Department would receive a portion of the DIF to offset the impact of developing new facilities to support police protection services.

4.12.6 Cumulative Impacts

The cumulative study area related to public services is based on the service area for each of the fire and law enforcement departments serving the project site. As discussed previously, the project proponent would be required to pay a DIF to mitigate any potential impacts to public services resulting from the proposed project. With payment of the required DIF, any additional public services, facilities, or personnel required as a result of the proposed project would be appropriately funded. The proposed project would not create a cumulatively considerable impact related to police or fire protection services and would have a less-than-significant cumulative impact.

4.12.7 Significant Unavoidable Impacts

No significant unavoidable impacts would occur.

4.12.8 References

California Highway Patrol, 2023, *Inland Division*, <https://www.chp.ca.gov/Find-an-Office/Inland-Division>

CALFIRE/Riverside County Fire Department, 2022, *Unit Strategic Fire Plan*,
<https://osfm.fire.ca.gov/media/zhdccpcy/2022-riverside-county-unit-fire-plan.pdf>

City of Perris, 2022, *Development Impact Fees*,
<https://www.cityofperris.org/home/showpublisheddocument/15298/637915927945730000>

City of Perris, 2023, *Parks*, <https://www.cityofperris.org/departments/community-services/parks>

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<http://www.remsa.us/documents/systemevaluation/140205AbarisAs-IsReportFINAL.pdf>

Riverside County Fire Department, 2009, *Strategic Plan 2009 – 2029*,
<https://www.rvcfire.org/pdf/strategic-planning/StrategicPlan2009.pdf?v=2863>

Riverside County Library System, 2023, *About Us*, <https://rivlib.info/about/about-us>

United State Department of Labor – Occupational Safety and Health Administration, 2023, *Warehousing*, <https://www.osha.gov/warehousing/standards-enforcement>

4.13 TRANSPORTATION AND TRAFFIC

4.13.1 Introduction

The transportation impact analysis is based upon a Transportation Analysis prepared by Kimley-Horn in May 2023. A copy of this report is attached in **Appendix K** of this Draft EIR.

4.13.2 Environmental Setting

The project site is currently vacant and bounded by Ellis Avenue to the north, train track to the south, a paintball course to the east, and vacant land to the west. There are no existing driveways providing access to the project site.

Regional and Local Access

Regional access to the site is provided primarily by the Escondido Freeway (I-215) and the State Route 74 (SR-74). Direct access to the project site is provided via Ellis Avenue.

The following local and regional roadways provide access to the project site:

Case Road is an east-west undivided roadway with one lane in each direction. The posted speed limit is 55 miles per hour (mph), and on-street parking is prohibited on both sides. In the City of Perris General Plan, Case Road is designated as a Secondary Arterial.

Mapes Road is a north-south undivided roadway with one lane in each direction. Parking is prohibited on both sides of the roadway. In the City of Perris General Plan, Mapes Road is designated as a Secondary Arterial.

Bonnie Drive is a north-south undivided roadway with one lane in each direction. Parking is prohibited on both sides of the roadway and the posted speed limit is 45 mph. In the City of Perris General Plan, Bonnie Drive is designated as a Secondary Arterial.

Redlands Avenue is a north-south roadway with two lanes in each direction. South of 4th Street, Redlands Avenue drops down to one lane in each direction. Parking is prohibited on both sides of the street and the posted speed limit is 40 mph within the project vicinity. In the City of Perris General Plan, Redlands Avenue is designated as a Secondary Arterial within the project vicinity.

Ellis Avenue is an east-west roadway with one lane in each direction east of Case Road, and two lanes in each direction west of Goetz Road. Parking is prohibited on both sides of the roadway east of Case Road. Parking is allowed along the westbound movement and prohibited on the eastbound movement west of Goetz Road. The posted speed limit is 25 mph. In the City of Perris General Plan, Ellis Avenue is designated as a Primary Arterial.

Murrieta Road is a north-south roadway with one lane in each direction. Parking is prohibited on both sides of the roadway and the posted speed limit is 55 mph within the project vicinity. In the City of Perris General Plan, Murrieta Road is designated as a Secondary Arterial within the project vicinity.

4th Street is an east-west roadway with two lanes in each direction. Parking is prohibited on both sides of the roadway and the posted speed limit is 35 mph. In the City of Perris General Plan, 4th Street is designated as a Secondary Arterial.

Existing Transit Service

Transit service to the project area is provided via the Metrolink 91/Perris Valley line, which serves Los Angeles County, Orange County, and Riverside County. The South Perris Metrolink Station is located along Case Road. A description of the train route serving the project area is provided below.

91/Perris Valley Line operates between L.A. Union Station, the City of Norwalk, the City of Santa Fe Springs, the City of Buena Park, the City of Fullerton, the City of Corona, the City of Riverside, the City of Moreno Valley, and the City of Perris, traveling through Perris along Case Road in the project vicinity. The 91/Perris Valley Line operates on weekdays from approximately 4:30 AM to 8:30 PM with an average headway (the time between train arrivals) of 45 minutes. On weekends, Route 751 operates from approximately 7:00 AM to 10:30 PM with approximately 60-minute headways throughout the day from LA to Perris, and Route 752 operates from approximately 3:30 AM to 9:30 PM with approximately 240-minute headways throughout the day from Perris to LA.

4.13.3 Regulatory Setting

State

Senate Bill 743

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

The updated State CEQA Guidelines include the addition of Section 15064.3, of which Subdivision b establishes criteria for evaluating a project’s transportation impacts based on project type and using automobile vehicle miles traveled (VMT) as the metric. As identified in Section 15064.3(b)(4) of the State CEQA Guidelines, a lead agency has the discretion to choose the most appropriate methodology to evaluate a project’s VMT. The City of Perris adopted its guidelines for conducting VMT analysis in June 2020.

Regional

SCAG Regional Transportation Plan/ Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code Section 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The project site is within SCAG’s regional authority. On

September 3, 2020, SCAG's Regional Council approved and fully adopted Connect SoCal (2020-2045 RTP/SCS) and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal includes programs and policies for congestion management, transit, bicycles and pedestrians, roadways, freight, and finances for the Southern California region (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties). It also serves as a comprehensive, coordinated transportation plan for all governmental jurisdictions within the region.

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

County of Riverside Congestion Management Plan

Within the SCAG region, there are five Congestion Management Agencies (CMAs) that have the responsibility of preparing the Congestion Management Program (CMP) for their respective county. In its role as Riverside County's CMA, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the County's CMP to focus on meeting federal Congestion Management System guidelines. The intent of a CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation. RCTC adopted the current CMP in 2011.

Local

Truck Routes

Truck routes are used to conduct heavy vehicles from typical trip generators including agricultural, commercial, and industrial uses. The truck routes within the City codify the streets that can accommodate the size and weight of heavy trucks. The vehicles and trucks accessing and leaving the project site would be limited to using the existing designated truck routes. In January 2022, the City Council approved the Perris Comprehensive General Plan 2030 Circulation Element Existing Designated Truck Routes map, as an update to the City's designated truck routes. The updated Truck Route map eliminated the truck route designation of Redlands Avenue to the north and left Ellis Avenue to Case Road southwest to the I-215/State Route 74 East interchange as the designated truck route available to the project site vicinity.

City of Perris General Plan Circulation Element

The City's General Plan includes the following transportation policies applicable to the proposed Project:

- Goal I.** **A comprehensive transportation system that will serve projected future travel demand, minimize congestion, achieve the shortest feasible travel times and distance, and address future growth and development in the City.**
- Policy I.A** Design and develop the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the designated Transportation System, Exhibit 4.2 Future Roadway Network (refer to City of Perris General Plan).
- Goal II.** **A well planned, designed, constructed, and maintained street and highway system that facilitates the movement of vehicles and provides safe and convenient access to surrounding developments.**
- Policy II.B** Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.
- Goal V.** **Efficient goods movement.**
- Policy V.A** Provide for safe movement of goods along the street and highway system.
- Policy VII.A** Implement the Transportation System in a manner consistent with federal, State, and local environmental quality standards and regulations.

City of Perris Municipal Code – Chapter 19.68 – Development Impact Fees

Chapter 19.68 of the City of Perris Municipal Code implements a unified development impact fee (DIF) program to fund the acquisition, design, and construction of certain public facilities necessary to serve new development within the city. The public facilities funded by the development impact fees are in the following categories: (1) police; (2) fire; (3) community amenities; (4) government services; (5) parks; (6) transportation; and (7) administration.

City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities

The City of Perris Good Neighbor Guidelines – (GNG 2020) for Siting New and/or Industrial Facilities identifies a number of goals and policies to reduce potential negative impacts on sensitive receptors. Several policies address trucks traveling to and from industrial facilities and would be applicable to the proposed project. The relevant policies are listed below:

- Goal #1:** Protect the neighborhood characteristics of the urban, rural, and suburban communities.
5. For large industrial uses, require that driveways, loading docks and internal circulation routes are located away from sensitive receptors.
10. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved nonresidential property in the city.

11. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved Commercially zoned property for the purpose other than doing business at the site, and/or remaining parked or standing for longer than reasonably appropriate to do such business.
12. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street or road which is adjacent to a parcel upon which there exists a public facility.
13. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street, road, alley, or private property within any residential district within the City.
14. It is unlawful to park or leave standing any vehicle on any highway, street, road, or alley within the city for the purpose of servicing or repairing such vehicle except when necessitated by an emergency.
15. Warehouse/ distribution facilities shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on site queuing for trucks away from sensitive receptors. Commercial trucks shall not be parked in the right of way or nearby residential area.
17. Provide signage or flyers identifying where the closest restaurant, lodging, fueling stations, truck repair facilities, and entertainment can be found.
18. Facility operators shall post signs in prominent locations indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited.
19. Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the Truck Routing Plan and State Highway System.
21. Require on site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.
22. Signs should be posted in the appropriate locations that state parking and maintenance of all trucks is to be conducted within designated areas and not within the surrounding community or on public streets.

Goal #3: Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.

1. Truck routing plans shall be consistent with the City of Perris Truck Route Plan.
2. Adequate turning movements at entrance and exit driveways shall be provided, subject to City approval.
3. Truck traffic shall generally be routed to impact the least number of sensitive receptors.
4. Establish a Truck Routing Plan consistent with the City's truck route and that avoids sensitive receptors.

5. To the extent possible, establish separate entry and exit points within a warehouse/distribution facility for trucks and vehicles to minimize vehicle/truck conflicts.
6. Check in gates and/or guard booths are required to be positioned with a minimum of 150 feet inside the property line for on-site truck queuing. An additional 75 feet of on-site queuing shall be added for every 20 loading docks beyond 40 up to 300 feet. Multiple lanes (minimum lane width 12 feet) are permitted to achieve the required queuing. The general queuing and spillover of trucks onto the surrounding public are prohibited. Commercial trucks and/or trailers shall not be parked on the public right of way or adjacent to sensitive receptors.
7. Establish overnight parking within the warehouse/distribution center.

Goal #4: Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.

14. Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.

Goal #6: Implement Construction Practice Requirements in Accordance with State Requirements to Limit Emissions and Noise Impacts from Building Demolition, Renovation, and New Construction.

11. Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.
16. Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.

Goal #7: Ensure Compliance with the California Environmental Quality Act (CEQA) and State Environmental Agencies.

5. Require Transportation Demand Management Measures for industrial uses with over 10 employees to reduce work related vehicle trips.

4.13.4 Impact Thresholds and Significance Criteria

Significant Impact

Based upon the criteria derived from Appendix G of the State CEQA Guidelines, the project would result in potentially significant impacts if it would:

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

Methodology

The analysis below is based upon a Transportation Analysis prepared by Kimley-Horn in May 2023. A copy of this report is attached in **Appendix K** of this Draft EIR.

4.13.5 Impacts and Mitigation Measures

Impact 4.13-1: *Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Level of Significance: Less Than Significant Impact

Project Construction Trip Generation

Automobile and truck traffic volumes associated with project-related construction activities would vary throughout the construction phases, as different activities occur. However, project-related construction traffic would be temporary and cease upon project completion.

Project Operations Trip Generation

Trip generation estimates for the project were estimated for the proposed project based on daily and peak hourly trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition). ITE trip generation estimates for the project are based on the trip generation rate for Warehousing (Land Use 150). Passenger vehicle and truck mix assumption were applied to the project land uses based on the ITE *Trip Generation Manual* (10th Edition Supplement) and the City of Fontana Truck Trip Generation Study. Passenger car equivalent (PCE) factors were then applied to the truck types, based on number of axles to determine the total PCE volumes to be generated by the project. PCE factors, and the resulting trip generation estimates for the project are summarized on *Table 4.13-1: Project Trip Generation*. The proposed project is estimated to generate 1,693 PCE daily PCE trips, with 129 PCE trips in the morning peak hour and 146 PCE trips in the evening peak hour.

Table 4.13-1: Project Trip Generation

Proposed Project Trips										
Land Use	Quantity	Unit ²	Daily	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Warehousing ¹	643	KSF	1,100	84	25	109	32	84	116	
Passenger Vehicles			714	74	22	96	27	70	97	
Trucks			386	10	3	13	5	14	19	
Truck Trips – Passenger Car Equivalent (PCE)										
Vehicle Type	Truck Mix ³	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	--	714	1.0	714	74	22	96	27	70	97
2-Axle Truck	16.7%	64	1.5	96	2	1	3	1	4	5
3-Axle Truck	20.7%	80	2.0	160	4	1	5	2	6	8
4+ Axle Trucks	62.6%	241	3.0	723	19	6	25	0	26	36
Total Truck PCE Trips				979	25	8	33	13	36	49
Total Project PCE Trips				1,693	99	30	129	40	106	146

Notes:

¹ Estimated weekday vehicle trip generation based on Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition Warehousing (Land Use 150) equation trip rates.

² Thousand Square Feet

³ Trick mix percentages based on the SCAQMD Warehouse Truck Study Truck Fleet Mix for 'Without Cold Storage' Warehouse Source: Kimley-Horn, 2023

Public Transit

Upon project implementation, public transit bus service would continue to be provided by the Metrolink 91/Perris Valley line. The nearest transit stop is the South Perris Metrolink Station, located on Case Road, approximately 0.70 mile southwest of the project site. However, access to the Station would be from Ellis Road, as there is no access to the project site provided along Case Road. As such, the distance would be approximately 2.0 miles.

There are no existing or planned bicycle lanes along Ellis Avenue and project implementation would not result in impacts to existing bicycle facilities or conflict with proposed improvements. Similarly, there is no existing sidewalk infrastructure along Ellis Avenue that would be impacted by the proposed project. The project site is separated from the Case Road frontage by the BNSF Railway and would not have the potential to impact bicycle or pedestrian facilities along the roadway. Therefore, project construction and operations would not conflict with an applicable plan, ordinance, or policy concerning the circulation system. A less than significant impact would occur, and no mitigation is required.

The project would also be subject to the DIF established by Perris Municipal Code Chapter 19.68. The City's Community Services Department would receive a portion of the DIF to offset the impact of developing new transportation facilities.

Impact 4.13-2: Would the Project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

Level of Significance: Less Than Significant Impact

To determine whether a project would result in CEQA transportation impacts related to VMT, the proposed project was evaluated per the City of Perris Transportation Impact Analysis (TIA) guidelines. A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. Projects are presumed to have a less than significant impact on VMT if they satisfy at least one of the VMT Screening Criteria:

- A. Is the Project 100% affordable housing?
- B. Is the Project within ½ mile of qualifying transit?
- C. Is the Project a local serving land use?
- D. Is the Project in a low VMT area?
- E. Are the Project's Net Daily Trips less than 500 ADT?

The proposed project is located within the Western Riverside Council of Governments (WRCOG) TAZ 3826, which is considered a low VMT area. Accordingly, the proposed project satisfies criteria (D) and would have a less than significant impact to VMT and no further VMT analysis is required.

Impact 4.13-3: *Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Level of Significance: Less Than Significant Impact

Vehicular access for the project site would be via two unsignalized full-access driveways on Ellis Avenue. The west driveway would be approximately 28 feet wide and provide access for passenger cars, while the east driveway would be approximately 50 feet wide and provide access for trucks. All drive aisles would accommodate standard fire lane turning radiuses and hammerhead turnaround maneuvers for emergency vehicles and fire services. The proposed project driveway and internal circulation improvements would be constructed pursuant to City and Fire Department standards.

In addition, the standard parking spaces on site are dimensioned 9 feet by 18 feet while the truck parking spaces are dimensioned 12 feet by 55 feet, which satisfy City parking standards. Vehicles accessing the project driveways would be allowed to make turns in and out of the site when there are sufficient vehicle gaps along Ellis Avenue. Inbound vehicle queues and delays are not expected to be significant issues. For outbound vehicles, on site vehicle queues are expected due to a combination of inherent unpredictability of vehicle arrivals at driveways, and the random occurrence of gaps in traffic; however, these conditions are typical of driveways in industrial areas and do not represent a hazard due to geometric design.

The proposed project would also be designed to accommodate future access from the BNSF/Southern California Railroad Authority (SCRRA) Metrolink railway adjacent to the project site to the south. The project would be designed to accommodate a future extension of a rail spur track that would extend from the existing rail track north into the project site, such that rail cars could be loaded or unloaded directly from the proposed building. The proposed spur would include storage for 4 rail cars. The proposed spur design includes a siding track to allow for switching operations. The design for the rail spur will be consistent with BNSF/SCRRA design standards. Internal rail crossing within the project site would be designed to minimize conflicts with project's proposed site circulation. The project would include safety warnings and other devices, as required, to warn of train movement within the parking areas.

The project does not include the use of any incompatible vehicles or equipment on-site, such as farm equipment. No project component would increase hazards to the public due to incompatible use, as the land uses proposed by the project would be fully compatible with surrounding land uses. Therefore, such impacts are considered less than significant and no mitigation is required.

Impact 4.13-4: *Would the Project result in inadequate emergency access?*

Level of Significance: No Impact

In the event of an emergency, it is assumed that fire apparatus vehicles would stage in the project parking lots or Ellis Avenue. Existing fire hydrants along the project frontage would provide direct fire water access for emergency personnel. The project driveways would be 28 to 50 feet in width and would provide at least 10 feet of vertical clearance; therefore, they meet the 20-foot horizontal and 10-foot vertical minimum access clearances established in the 2022 California Fire Code. Gate control for fire access would

be provided with Knox boxes. The project has been designed to provide adequate emergency access and there would be no impact.

Mitigation Measures:

No mitigation would be required.

4.13.6 Cumulative Impacts

The proposed project would be consistent with the land use designation for the project site and traffic volumes would be consistent with assumptions of the General Plan and Municipal Code. Further, project implementation would not impede an emergency evacuation plans. Due to the nature of the project the majority of workers are anticipated to come from the City or immediately surrounding region and it would not generate substantial new VMT. The proposed project also would not conflict with any codes related to emergency access and the project would provide access points and needed circulation for emergency vehicles.

Thus, taken in conjunction with past, present, and reasonably foreseeable projects, impacts would be less than significant. In addition, all future projects in the project area would undergo a similar CEQA review, which would include an evaluation of transportation impacts, and the proposed project's contribution to cumulative traffic impacts are addressed through project design and mitigation is not required.

4.13.7 Significant Unavoidable Impacts

No significant and unavoidable impacts would occur.

4.13.8 References

City of Perris, Good Neighbor Guidelines – (GNG 2022) for Siting New and/or Modified Industrial Facilities, 2022.

Kimley-Horn and Associates, Inc., 2023, Transportation Analysis, Attached as **Appendix K**.

4.14 TRIBAL CULTURAL RESOURCES

4.14.1 Introduction

This section provides an assessment of potential impacts related to tribal cultural resources that could result from implementation of the proposed project. The analysis in this section is based on the results of the Native American consultation conducted by the City for purposes of compliance with Senate Bill 18 (SB 18) and CEQA requirements prompted by Assembly Bill 52 (AB 52).

This section is also primarily based on the *Cultural Resources Study* prepared for the proposed project by ASM Affiliates, included as **Appendix E** to this EIR. This included results of a cultural resources records search and field survey for the project site. Due to the confidential nature of the location of tribal cultural resources, information regarding location of cultural resources has been redacted from the report.

4.14.2 Environmental Setting

Refer to Section 4.5, *Cultural Resources*, of this EIR for a greater discussion of the tribal cultural resources environmental setting.

Existing Tribal Cultural Resources

Native American Outreach

As noted in **Appendix E**, *Cultural Resources Study*, a request was submitted to the Native American Heritage Commission (NAHC) for a search of the Sacred Lands File on July 12, 2022. The NAHC responded to the request on August 24, 2022 and noted that the search was positive and suggested that the archaeologist should contact the Pechanga Band of Indians for more information. The Pechanga Band of Indians were notified on September 8, 2022 of the positive results. The NAHC also provided a list of 25 tribal representatives or individuals with potential interest in and knowledge of the City of Perris, Riverside County, and the project vicinity. All individuals on that list were contacted by via certified letter on September 8, 2022 and are listed below:

- Agua Caliente Band of Cahuilla Indians
Attn. Reid Milanovich, Chairperson
- Agua Caliente Band of Cahuilla Indians
Attn. Patricia Garcia-Plotkin, Director
- Augustine Band of Cahuilla Mission
Indians
Attn. Amanda Vance, Chairperson
- Cabazon Band of Mission Indians
Attn. Doug Welmas, Chairperson
- Cahuilla Band of Indians
Attn. Daniel Salgado, Chairperson
- Campo Band of Diegueno Mission
Indians
Attn. Ralph Goff, Chairperson
- Ewiiapaayp Band of Kumeyaay Indians
Attn. Michael Garcia, Vice Chairperson
- Ewiiapaayp Band of Kumeyaay Indians
Attn. Robert Pinto, Chairperson
- La Posta Band of Diegueno Mission
Indians
Attn. Gwendolyn Parada, Chairperson
- La Posta Band of Diegueno Mission
Indians

- Attn. Javaughn Miller, Tribal Administrator
- Los Coyotes Band of Cahuilla and Cupeño Indians
Attn. Ray Chapparosa, Chairperson
- Manzanita Band of Kumeyaay Nation
Attn. Angela Elliot Santos, Chairperson
- Mesa Grande Band of Diegueno Mission Indians
Attn. Michael Linton, Chairperson
- Morongo Band of Mission Indians
Attn. Robert Martin, Chairperson
- Morongo Band of Mission Indians
Attn. Ann Brierty, THPO
- Pala Band of Mission Indians
Attn. Shasta Gaughen, Tribal Historic Preservation Officer
- Pechanga Band of Indians
Attn. Mark Macarro, Chairperson
- Quechan Tribe of the Fort Yuma Reservation
Attn. Jill McCormick, Historic Preservation Officer
- Ramona Band of Cahuilla
Attn. Joseph Hamilton, Chairperson
- Rincon Band of Luiseno Indians
Attn. Cheryl Madrigal, Tribal Historic Preservation Officer
- Rincon Band of Luiseno Indians
Attn. Bo Mazzetti, Chairperson
- Santa Rosa Band of Cahuilla Indians
Attn. Lovina Redner, Tribal Chair
- Soboba Band of Luiseno Indians
Attn. Joseph Ontiveros, Cultural Resource Department
- Soboba Band of Luiseno Indians
Attn. Isaiah Vivanco, Chairperson
- Torres-Martinez Desert Cahuilla Indians
Attn. Thomas Torte, Chairperson

Of the 25 representatives contacted, at the time of this report being prepared responses have been received from the following three (3); Augustine Band of Cahuilla Indians, Agua Caliente Band of Cahuilla Indians, and Rincon Band of Luiseño Indians.

The Augustine Band Cahuilla Indians did not identify any specific cultural resources that could be affected by the project, however they did note that if any previously unknown cultural resources are discovered during development of the proposed project they would like to be contacted.

The Agua Caliente Band of Cahuilla Indians (ACBCI) identified that the proposed project would be located within the Tribe's Traditional Use Area. Therefore, the ACBCI requests the following:

- A cultural resources inventory of the project area by a qualified archaeologist prior to any development activities in this area.
- A copy of the records search with associated survey reports and site records from the information center.
- Copies of any cultural resource documentation (report and site records) generated in connection with this project.
- The presence of an archaeologist that meets the Secretary of Interior's standards during any ground disturbing activities.
- The presence of an approved Cultural Resource Monitor(s) during any ground disturbing activities (including archaeological testing and surveys). Should buried cultural deposits be encountered,

the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior’s Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer.

The Rincon Band of Luiseño Indians identified the project site as falling within the Traditional Use Area of the Luiseño people. Though the Rincon Band found no specific information on Tribal Cultural Resources or Tribal Cultural Properties within the project area, they did request to review a final cultural resources study.

Native American SB 18 and AB 52 Consultation

As indicated above and in **Appendix E, Cultural Resources Study**, as part of the City’s government-to-government responsibilities pursuant to AB 52, on January 12, 2023, the City sent consultation notification letters via certified mail to seven (7) California Native American tribal contacts. Results of the outreach are shown in *Table 4.14-1: AB 52 and SB 18 Native American Consultation*. To date, only the Pechanga Band of Indians have requested formal consultation pursuant to AB 52 and SB 18.

Table 4.14-1: AB 52 and SB 18 Native American Consultation

Contact	Tribe	Date of Letter	Response
Jim McPherson, Manager 1 West Tribal Road Valley Center, CA 92082	Rincon Band of Luiseño Indians	January 12, 2023	No response
Ebru Ozdil, Planning Specialist PO Box 2183 Temecula, CA 92593	Pechanga Band of Indians	January 12, 2023	Requested consultation on January 27, 2023
Michael Contreras, Cultural Heritage 12700 Pumarra Road Banning, CA 92220	Morongo Band of Mission Indians	January 12, 2023	No response
William J. Pink 48310 Pechanga Road Temecula, CA 92592	Luiseño Indians	January 12, 2023	No response
Mary Resvaloso, Chairperson PO Box 1160 Thermal, CA 92274	Desert Cahuilla Indians (Torres- Martinez)	January 12, 2023	No response
Patricia Garcia, Director of THPO 5401 Dinah Shore Drive Palm Springs, CA 92264	Agua Caliente Band of Cahuilla Indians	January 12, 2023	No response
Joseph Ontiveros PO Box 487 San Jacinto, CA 92581	Soboba Band of Luiseño Indians	January 12, 2023	No response

4.14.3 Regulatory Setting

Federal

There are no applicable federal regulations for this issue area.

State

Native American Heritage Commission

PRC § 5097.91 established the NAHC, the duties of which include inventorying places of religious or social significance to Native Americans and identifying known graves and cemeteries of Native Americans on private lands. PRC § 5097.91 also specifies protocols to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner.

California Senate Bill 18

Senate Bill (SB) 18 (Statutes of 2004, Chapter 905), which went into effect on January 1, 2005, requires local governments (city and county) to consult with Native American tribes before making certain planning decisions and to provide notice to tribes at certain key points in the planning process. The intent is to “provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places.”

According to the Governor’s Office of Planning and Research Tribal Consultation Guidelines: Supplement to General Plan Guidelines, the following are the contact and notification responsibilities of local governments:

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government’s jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (CGC § 65352.3).
- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county’s jurisdiction. The referral must allow a 45 day comment period (CGC § 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process. Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (CGC § 65092).

California Assembly Bill 52

Signed into law in September 2014, California Assembly Bill (AB) 52 created a new class of resources – tribal cultural resources – for consideration under CEQA. Tribal cultural resources may include sites, features, places, cultural landscapes, sacred places, or objects with cultural value to a California Native

American tribe that are listed or determined to be eligible for listing in the California Register of Historical Resources (CRHR), included in a local register of historical resources, or a resource determined by the lead CEQA agency, in its discretion and supported by substantial evidence, to be significant and eligible for listing on the CRHR. AB 52 requires that the CEQA lead agency consult with California Native American tribes that have requested consultation for projects that may affect tribal cultural resources. The CEQA lead agency shall begin consultation with participating Native American tribes prior to the release of a negative declaration, mitigated negative declaration, or EIR. Under AB 52, a project that has potential to cause a substantial adverse change to a tribal cultural resource constitutes a significant effect on the environment unless mitigation reduces such effects to a less than significant level.

PRC Sections 5097.91, 5097.98, and 5097.94 and the Native American Heritage Commission

PRC § 5097.91 established the NAHC, the duties of which include inventorying places of religious or social significance to Native Americans and identifying known graves and cemeteries of Native Americans on private lands. PRC § 5097.98 specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner.

PRC § 5097.94 establishes the powers and duties of the NAHC, including, but not limited to:

- a) To identify and catalog places of special religious or social significance to Native Americans and known graves and cemeteries of Native Americans on private lands. The identification and cataloging of known graves and cemeteries shall be completed on or before January 1, 1984. The commission shall notify landowners on whose property the graves and cemeteries are determined to exist, and shall identify the Native American group most likely descended from those Native Americans who may be interred on the property.
- b) To make recommendations relative to Native American sacred places that are located on private lands, are inaccessible to Native Americans, and have cultural significance to Native Americans for acquisition by the state or other public agencies for the purpose of facilitating or assuring access thereto by Native Americans.
- c) To make recommendations to the Legislature relative to procedures that will voluntarily encourage private property owners to preserve and protect sacred places in a natural state and to allow appropriate access to Native American religionists for ceremonial or spiritual activities.

For a complete list of powers and duties, visit:

https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC§ionNum=5097.94.

California Health and Safety Code, Sections 7050 and 7052

Health and Safety Code (HSC) § 7050.5, declares that, in the event of the discovery of human remains outside of a dedicated cemetery, all ground disturbance must cease, and the county coroner must be

notified. HSC § 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

Local

City of Perris General Plan

The City of Perris' General Plan is a 30-year guide for local government decision on growth, capital investment, and physical development in the City. It guides future development plans and gives direction on how to make the future happen. The City General Plan contains the following goal and policies that address Tribal cultural resources:

Conservation Element

Goal IV: Protection of historical, archaeological and paleontological sites.

Policy IV.A.2: For all projects subject to CEQA, applicants will be required to submit results of an archaeological records search request through the Eastern Information Center, at the University of California, Riverside.

Policy IV.A.6: Create an archive for the City wherein all surveys, collections, records and reports can be centrally located.

Policy IV.A.7: Strengthen efforts and coordinate the management of cultural resources with other agencies and private organizations.

4.14.4 Impact Thresholds and Significant Criteria

Significant Criteria

Based upon the criteria derived from Appendix G of the State CEQA Guidelines, the project would result in potentially significant impacts if it would:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - i) Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?
 - 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?

Methodology

The proposed project's potential impacts to tribal cultural resources have been evaluated using a variety of resources, including an SLF search conducted by the NAHC and a records search from the Eastern Information Center. SB 18 and AB 52 notification letters were sent to Native American groups and individuals indicated by the NAHC to solicit information regarding the presence of tribal cultural resources. Using the aforementioned resources and professional judgment, impacts were analyzed according to CEQA significance criteria described below.

4.14.5 Impacts and Mitigation Measures

Impact 4.14-1 *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is*

i) Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1?

Level of Significance: Less than Significant with Mitigation Incorporated

Based on the records search results, field survey, and NAHC Sacred Lands File, the project site has a low sensitivity for prehistoric/Native American cultural resources. The majority of resources are expected to be isolated artifacts rather than archaeological sites. Nonetheless, the project could impact previously unknown and buried archaeological deposits that have the potential to qualify as historical resources. Buried archaeological sites may be encountered during project-related excavation. Based on a search of the NAHC Sacred Lands File, there are potential positive results for cultural resources for the Pechanga Band of Indians, who were notified on September 8, 2022 and again on January 12, 2023 (**Appendix E**). On January 27, 2023 Pechanga Band of Indians formally requested consultation. City staff met with Pechanga Band of Indians on November 30, 2023. No additional input or requests for information has been received from the Tribe at the time of publication of this Draft EIR, and the City has closed the consultation period.

In the event that unknown archaeological resources that qualify as historical resources are discovered during project construction, significant impacts could occur. Mitigation Measure CUL-1 would protect unanticipated cultural resources if they were found during site development. Implementation of Mitigation Measure CUL-2 would ensure that any human remains encountered during project implementation are properly treated. Implementation of these measures would reduce impacts to unknown resources to a less than significant level.

Impact 4.14-1 *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is*

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?

Level of Significance: Less than Significant with Mitigation Incorporated

The *Cultural Resources Study* prepared by ASM requested a search of the Sacred Lands File (SLF) held by the California Native American Heritage Commission (NAHC) on July 12, 2022, the results of which were received on August 24, 2022 (**Appendix E**). This search was undertaken to supplement the EIC records search to inquire as to whether resources important to local Native American groups may exist within the proposed project area that may not appear within the CHRIS system. The NAHC response was positive and suggested that the archaeologist contact the Pechanga Band of Indians for more information. A list of 25 tribal contacts who may have interest in the project area were provided with the NAHC response. Query letters were sent to each of the contacts on September 8, 2022. Responses have been received from the Augustine Band of Cahuilla Indians (no comment on project), the Agua Caliente Band of Cahuilla Indians (requesting cultural report and monitoring during ground disturbance), and the Rincon Band of Luiseño Indians (requesting cultural report). The NAHC response, sample query letter, and any responses received to date are provided in **Appendix E**. Additionally, pursuant to AB52/SB18, and outlined in *Table 4.14-1*, the City sent consultation notification letters of January 12, 2023 to seven (7) California Native American tribal contacts. The Pechanga Band of Indians then responded on January 27, 2023 requesting formal consultation. Currently, only the Pechanga Band of Mission Indians requested a formal consultation. City staff met with Pechanga Band of Indians on November 30, 2023.

Based on the results of the records search, contact with the NAHC and Native American tribal representatives, the pedestrian survey, a review of archival and environmental data, the project would not cause a substantial adverse change in the significance of a tribal resource and impacts would be less than significant. The project would also implement Mitigation Measures CUL-1 and CUL-2, which would protect unanticipated cultural resources if they were found during site development and notification to the Native American Heritage Commission in the event human remains are discovered during ground disturbing activities.

4.14.6 Significant Unavoidable Impacts

No significant and unavoidable impacts would occur.

4.14.7 Cumulative Impacts

An analysis of cumulative impacts takes into consideration the entirety of impacts that the project, as discussed in Chapter 3, *Project Description* of this EIR, would have on tribal cultural resources. The geographic area of analysis for tribal cultural resources includes a 6-mile radius from the project site. This geographic scope of analysis is appropriate because the resources within this area are expected to be similar to those that occur on the project area because of their proximity, their similarities in environments and landforms, and their location within the same Native American tribal territories. This is a large enough area to encompass any effects of the project on tribal cultural resources that may combine with similar effects caused by other projects and provides a reasonable context wherein cumulative actions could affect tribal cultural resources.

Multiple projects, including an industrial development across Ellis Avenue, are proposed throughout the City. Cumulative impacts to tribal cultural resources could occur if other related projects, in conjunction with the proposed project, had or would have impacts on cultural resources that, when considered together, would be significant. Potential impacts of the project to tribal cultural resources, in combination with other projects in the area, could contribute to a cumulatively significant impact due to the overall loss of resources unique to the region. As discussed above, there were no known or identified tribal cultural resources on the project site but there is a potential for unanticipated discovery of tribal cultural resources to occur. However, with implementation of Mitigation Measures CUL-1 and CUL-2, and consultation with the Pechanga Band of Indians, no tribal cultural resources are anticipated to be significantly impacted as a result of project implementation and the project would not have a cumulatively considerable contribution to impacts to tribal cultural resources.

4.14.8 References

ASM Affiliates (ASM), 2022, *Cultural Resources Study Findings for Ellis Logistics Center EIR Project, City of Perris, Riverside County, California*, Included in **Appendix E** of this EIR

City of Perris, 2005, *City of Perris General Plan, Conservation Element*, Available at <https://www.cityofperris.org/home/showpublisheddocument/449/637203139693370000>

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4.15 UTILITIES

4.15.1 Introduction

The information in this section is based primarily, but not exclusively, on the City of Perris General Plan, Eastern Municipal Water District (EMWD) rules and regulations, and the project-specific Water Supply Assessment (WSA) prepared by the EMWD, dated May 17, 2023, and included as **Appendix L** of this DEIR.

4.15.2 Environmental Setting

Utilities and services are furnished to the project site vicinity by the following providers:

Wastewater Treatment: Wastewater treatment and disposal is provided by the EMWD. Wastewater flows from the project site vicinity are conveyed for treatment at the Perris Valley Regional Water Reclamation Facility (PVRWRF). Sanitary sewer lines are maintained by the EMWD. There are existing sewer mains within Ellis Avenue in the project site vicinity.

Water Service: The project site is within the EMWD service area and there are existing water mains within Ellis Avenue in the project site vicinity.

Storm Drainage: The storm drainage system throughout the City of Perris is managed by the Riverside County Flood Control and Water Conservation through a regional system of above grade drains and below ground pipes.

Solid Waste: Solid waste disposal for the City of Perris is provided by CR&R Incorporated (Dry, Customized, and Wet). Active landfills that accommodate the solid waste generated within the City include the El Sobrante Landfill and Badlands Landfill.

Natural Gas and Electricity: Electricity in the City is provided by Southern California Edison (SCE) and natural gas is provided by the Southern California Gas Company (SoCalGas).

Telecommunications: Telecommunications within the City are provided by AT&T, Comcast, Viasat, Frontier, and Spectrum.

4.15.3 Regulatory Setting

State

Assembly Bill 939

AB 939 established the California Integrated Waste Management Board (CIWMB, now CalRecycle) and required all California counties to prepare integrated waste management plans. AB 939 required all municipalities to divert 50 percent of the waste stream by the year 2000.

Assembly Bill 341

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program. Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more

units in California are required to recycle. AB 341 set a statewide goal for 75 percent disposal reduction by 2020.

Senate Bill 610

Water Code §10910 et seq. and Government Code §66473.7 as amended by Senate Bill 610 (SB 610) and Senate Bill 221 (SB 221) in 2001. SB 610 focuses on the content of a water supply agency's Urban Water Management Plan (UWMP) and stipulates that when a project is subject to the California Environmental Quality Act (CEQA) and exceeds project size thresholds defined in the California Water Code, the appropriate water supply agency must provide an assessment on whether its total projected water supplies will meet the projected water demand associated with the proposed project. SB 610 applies to proposed residential developments of more than 500 dwelling units, or commercial, industrial, or mixed-use developments that exceed various thresholds for size.

Senate Bill 1383

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025.

Assembly Bill 1826 (2014)

AB 1826 sets forth the requirements of the statewide mandatory commercial organics recycling program for businesses and multi-family dwellings with five or more units that generate four or more (two or more by December 31, 2020) cubic yards of commercial solid waste per week. AB 1826 set a statewide goal for 50 percent reduction in organic waste disposal by the year 2020.

California Green Building Standards Code

In January 2010, the State of California adopted the California Green Building Standards Code that establishes mandatory green building standards for all buildings in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality. These standards include a mandatory set of guidelines, as well as more rigorous voluntary measures, for new construction projects to achieve specific green building performance levels:

- Reducing indoor water use by 20 percent;
- Reducing wastewater by 20 percent;
- Recycling and/or salvaging 65 percent of nonhazardous construction and demolition ("C&D") debris, or meeting the local construction and demolition waste management ordinance, whichever is more stringent; and
- Providing readily accessible areas for recycling by occupant.

Local***City of Perris General Plan Conservation Element***

Goal V **An adequate water supply to support existing and future land uses, anticipated in the Land Use Element.**

Policy V.A Coordinate land-planning efforts with local water purveyors.

4.15.4 Impact Thresholds and Significant Criteria**Significance Criteria**

Based upon the criteria derived from Appendix G of the State CEQA Guidelines, the project would result in potentially significant impacts if it would:

- 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,
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years,
- 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,
- 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?
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Methodology

The following review is based on a review of the City of Perris General Plan and the project specific WSA prepared by the EMWD.

4.15.5 Impacts and Mitigation Measures

Impact 4.15-1 ***Would the Project 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?***

Level of Significance: Less Than Significant Impact

Water Supply

The project site is within the EMWD service area for water supply. The project site does not have existing water service, but there are existing EMWD utilities within Ellis Avenue. The project would include the construction of water lines on-site, connecting to the existing water main within Ellis Avenue.

The proposed project would increase water demand on the project site over existing conditions. However, the proposed project would be consistent with the General Plan land use designation and zoning for the project site, and development anticipated by the General Plan EIR. Therefore, the project demand is within normal growth projections for water demand in the EMWD system. In addition, implementation of the General Plan policies, existing regulations, and local programs would ensure that the project would reduce water consumption and implement water conservation measures. Thus, relocation or construction of new or expanded water facilities would not be needed and there would be a less than significant impact.

Wastewater

The project site is also within the EMWD service area for wastewater conveyance and treatment. The project site does not have existing wastewater service, but there are existing EMWD utilities within Ellis Avenue. The project would include construction of sewer lines on-site, connecting to the existing water main within Ellis Avenue. Wastewater generated at the project site would be conveyed via EMWD pipelines to the Perris Valley Regional Water Reclamation Facility (PVRWRF), the largest of the EMWD's four operating plants.

The PVRWRF produces tertiary-treated water and can store more than 2 billion gallons of recycled water for use. The PVRWRF has an ultimate capacity of 100 mgd and has been designed to meet the current and future demands of the region, as well as help to meet increasing demand for recycled water.

According to the General Plan EIR, development under the General Plan is estimated to generate 30.5 million gallons per day (mgd) of average wastewater flow. Since the PVRWRF has a treatment capacity of 100 mgd, planned growth in the City is not expected to exceed the available capacity at the PVRWRF.

Further, implementation of General Plan policies, existing regulations and local programs would ensure that the PVRWRF has sufficient treatment capacity to accommodate planned growth, as well as reduce the potential for future exceedances of the RWQCB effluent limit. While project implementation would result in more wastewater generation than existing conditions, the project would be consistent with the maximum build out considered by the General Plan and would not increase wastewater generation beyond what was previously analyzed in the General Plan EIR. Therefore, the treatment capacity of the PVRWRF would not be exceeded as a result of the proposed project or the project's contribution to existing treatment commitments.

Environmental impacts from the construction of new or expanded facilities would be avoided by utilization of existing facilities, which are currently below capacity and are not expected to exceed capacity due to the demand from projects that are within the maximum build out of the General Plan, including

the proposed project. The project would not result in an exceedance of capacity at the PVRWRF. A determination of excess treatment capacity at the PVRWRF takes into account current uses within the City and within the treatment plant's service boundaries. Thus, the treatment capacity of the PVRWRF would be sufficient and would not require relocation or construction of new or expanded wastewater facilities and there would be a less than significant impact.

Stormwater

As discussed in Section 4.10, *Hydrology and Water Quality*, implementation of the proposed project would increase impervious surfaces on the site. The proposed project would be required to obtain a Construction General Permit and implement a WQMP because it would create more than one acre of impervious surface. Consistency with these policies is typically determined through the submittal of stormwater control plans and WQMP to the City prior to issuance of grading permits. With implementation of a stormwater control plan consistent with RWQCB requirements and compliance with City policies pertaining to stormwater and drainage, the project would have a less than significant impact.

Electric Power, Natural Gas, and Telecommunications Facilities

The project site is located within an urban area with a mix of surrounding uses including industrial and commercial uses. As discussed above, natural gas is provided by SoCalGas and electricity is provided by SCE. The project site is expected to continue to be served by the existing SoCalGas and SCE natural gas and electrical facilities. Telecommunications would be provided by AT&T, Comcast, Viasat, Frontier, and/or Spectrum, the providers available for the project site. Therefore, the proposed project would not require or result in the relocation or construction of new or electric power, natural gas, or telecommunications facilities and there would be a less than significant impact.

Impact 4.15-2 ***Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?***

Level of Significance: Less Than Significant Impact

As discussed above, water service in the City is provided by the EMWD. An increase in City-wide water demand was accounted for in the 2020 EWMP, which projected a 61 percent increase between actual 2020 demand and estimated 2045 demand (EWMP, 2021). As discussed in the project-specific WSA, the demand projections for the parcels covering the project site were estimated based on light industrial land use, with a total demand of 84.94 acre-feet per year (AFY) and were included in the EMWD 2020 UWMP. The total water demand for this project is estimated to be 21.24 AFY, which falls within the limits of estimated demand considered in the 2020 UWMP.

The EMWD has determined that it is able to meet water demands within its service area in normal, single- and multiple-dry water years through 2045. See *Table 4.15-1: Wholesale Supply and Demand Comparison, Multiple Dry Years (AFY)*. In multiple-dry year periods, the EMWD would use imported water from the Metropolitan Water District (MWD) to supplement existing supply sources. Planned local supplies would

complement imported supplies and improve reliability for the EMWD and the region. In addition to the development of water resources, the EMWD promotes efficient use of water through implementation of local ordinances, conservation programs, and a tiered pricing structure. The proposed project would comply with all applicable water conservation measures to promote water efficiency on-site.

Table 4.15-1: Wholesale Supply and Demand Comparison, Multiple Dry Years (AFY)

		2025	2030	2035	2040	2045
First Year	Supply Totals	64,770	59,080	61,600	63,600	65,900
	Demand Totals	64,770	59,080	61,600	63,600	65,900
	Difference	0	0	0	0	0
Second Year	Supply Totals	63,200	59,100	61,400	63,400	65,600
	Demand Totals	63,200	59,100	61,400	63,400	65,600
	Difference	0	0	0	0	0
Third Year	Supply Totals	62,100	59,600	61,800	63,900	66,000
	Demand Totals	62,100	59,600	61,800	63,900	66,000
	Difference	0	0	0	0	0
Fourth Year	Supply Totals	61,000	60,100	62,200	64,300	66,400
	Demand Totals	61,000	60,100	62,200	64,300	66,400
	Difference	0	0	0	0	0
Fifth Year	Supply Totals	59,800	60,600	62,600	64,700	66,900
	Demand Totals	59,800	60,600	62,600	64,700	66,900
	Difference	0	0	0	0	0

Source: EMWD, Water Supply Assessment, 2023

The EMWD relies on MWD and local resources to meet the needs of its growing population. The MWD demonstrated in the 2020 MWD UWMP that with the addition of all water supplies, existing and planned, MWD has the ability to meet all of its member agencies’ projected supplemental demand through 2045, even under a repeat of historic multiple-year drought scenarios. The EMWD project-specific WSA concluded that:

Based on present information and the assurance that MWD is engaged in identifying solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies, EMWD has determined that it will be able to provide adequate water supplies to meet the potable water demand for this project as part of its existing and future demands.

The project is within the maximum build out of the General Plan considered by the General Plan EIR which serves as the basis for UWMP projections. Therefore, the anticipated project demand would be within normal growth projections for water demand in the EMWD service area. Implementation of the General Plan policies, existing regulations and local programs would ensure that build out of the General Plan, which includes implementation of the proposed project, would ensure water demand would not exceed water supply. Thus, impacts would be less than significant.

Impact 4.15-3 ***Would the Project result in a determination by the waste water 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?***

Level of Significance: Less Than Significant Impact

As discussed above, development under the General Plan is estimated to generate 30.5 mgd of average dry weather influent flow. Since the PVRWRF has excess treatment capacity, growth in the City in accordance with the General Plan is not expected to exceed the City's allotted capacity. Since the project is consistent with the maximum build out of the General Plan considered by the General Plan EIR, the wastewater demand from the project would result in a determination by the wastewater provider that it has adequate capacity to meet demand. Further, implementation of the General Plan policies, existing regulations, and local programs would ensure that the PVRWRF has sufficient treatment capacity to accommodate planned growth, as well as reduce the potential for future exceedances of the RWQCB effluent limit. Therefore, the demand from the project would result in a determination by the wastewater provider that it has adequate capacity to meet demand as a result of the previously mentioned policies, regulations and local programs, and the impact would be less than significant.

Impact 4.15-4 ***Would the Project 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?***

Impact 4.15-5 ***Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

Level of Significance: Less Than Significant Impact

As noted above, CR&R transports solid waste from the City to either the El Sobrante Landfill or Badlands Landfill. Future development within the City anticipated at General Plan build-out is anticipated to generate an additional 396,963 tons per year of solid waste. The General Plan EIR determined that the remaining capacity at both the Badlands Landfill and the El Sobrante Landfill would be sufficient to meet the City's solid waste demands at buildout.

In 2019, approximately 84 percent of the solid waste from the City, which was disposed of at landfills, went to the El Sobrante Landfill. The El Sobrante Landfill is permitted to accept 16,054 tons per day of solid waste and is permitted to operate through 2051. On average, 9,038 tons per day of solid waste were disposed of at the El Sobrante Landfill, which provides for a remaining capacity of 7,016 tons per day.

Additionally, the proposed project would be required to comply with AB 939 which mandates the reduction of solid waste disposal in landfills. Section 5.408.1 of the 2022 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated.

Therefore, compliance with the General Plan policies, existing regulations, and local programs would ensure the proposed project would not result in significant impacts to landfill capacities to accommodate the City's increased service population. Therefore, impacts would be less than significant.

4.15.6 Cumulative Impacts

Water

The EMWD UWMP considers the general plan and uses that are planned for as part of buildout of the City. This considered past, present, and reasonably foreseeable projects. As noted in the UWMP, there are adequate water supplies in single year and multiple dry year conditions. While the population in the City is anticipated to continue to increase, population growth is not anticipated to substantially increase. Therefore, the City anticipates water supply will continue to keep pace with growth. In addition, the City maintains water efficiency measures that reduced per-capita water usage and more stringent water restrictions could be imposed on all City areas should the need arise. Because there is adequate water supply and treatment capacity to serve projected demand under present per capita demand rates, the project would not require new water supply contracts to be secured or new entitlements. Lastly, the proposed project would not result in increased demand for water resources and would not result in a cumulatively considerable impact.

Wastewater

The proposed project would be consistent with land uses planned for the site under the General Plan and considered by the EMWD for wastewater treatment capacity determinations. The project would not result in increased demand for wastewater services necessitating increased capacity beyond that already planned. Thus, the proposed project taken in conjunction with past, present, and reasonably foreseeable projects do not necessitate additional construction of wastewater treatment facilities and impacts would be less than significant.

Solid Waste

The proposed project in conjunction with past, present and likely foreseeable future projects in the vicinity would use the El Sobrante Landfill. The landfill has substantial capacity and is expected to serve projected demand through the lifecycle of the landfill. In addition, all other projects considered on a cumulative basis also would be required to undergo site specific environmental and CEQA review. In addition, through the planning process, all other projects would be required to comply with waste reduction strategies both for construction and during operation of the project. It is anticipated that impacts would be reduced to less than significant and would be less than cumulatively considerable.

4.15.7 Significant Unavoidable Impacts

No significant and unavoidable impacts would occur.

4.15.8 References

Eastern Municipal Water District, July 1, 2021, *2020 Urban Water Management Plan*

Eastern Municipal Water District, May 17, 2023. *Water Supply Assessment Report*, Ellis Logistics Center-Newcastle.

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5.0 OTHER CEQA CONSIDERATIONS

This section of the Environmental Impact Report (EIR) provides a discussion of additional CEQA impact considerations, including Significant and Unavoidable Impacts, Significant Irreversible Environmental Changes, Growth-inducing Impacts, and any Mandatory Findings of Significance.

5.1 Significant and Unavoidable Impacts

Section 15126.2(b) of the State CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental impacts of the project are discussed in Sections 4.1 through 4.15 of this EIR, as applicable. With incorporation of applicable project-level mitigation measures, impacts related to the following topical issues would be less than significant: Aesthetics, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Transportation, Tribal Cultural Resources, and Utilities and Services Systems.

The proposed project would result in a significant and unavoidable off-site traffic noise impact, on both a project-level and cumulative basis. No mitigation measures are feasible to reduce these significant impacts to a less than significant level. Therefore, adoption of a Statement of Overriding Considerations is required if the City chooses to approve the proposed project.

As shown in *Table 5-1: Summary of Significant and Unavoidable Impacts of the Project*, impacts in the following areas would be significant and unavoidable due to the lack of feasible mitigation.

Table 5-1: Summary of Significant and Unavoidable Impacts of the Project

Resources	Project Impacts	Cumulative Impacts
Noise	Traffic-generated noise levels would increase above three decibels. The surrounding land uses are primarily industrial uses and the local area is zoned as industrial as shown in the Perris Zoning Map and Downtown Perris Specific Plan (DTSP). Therefore, the normally acceptable level would be 70 dBA CNEL and traffic noise would remain below the normally acceptable level. However, there is one nonconforming residential use located within 100 feet of one roadway segment (Ellis Avenue from Case Road to Redlands Avenue) that would experience noise levels above the normally acceptable residential threshold. Therefore, noise impacts from off-site traffic would be a significant impact.	Operational noise impacts from on-site activities and other stationary sources would be less than significant. However, mitigation measures applicable to reduction of off-site traffic noise are not within the control of the project applicant and/or would not be feasible or reasonable to include for the project. Therefore, noise levels would remain above normally acceptable levels for the nearby land uses along four roadway segments (Case Road from Murietta Road to Mapes Road, Ellis Avenue from Case Road to Redlands Avenue, Ellis Avenue from Redlands Avenue to West Project Driveway, and the segment on Bonnie Drive between Mapes Road and the I-215 SB Ramps) and would be above the combined and incremental effects thresholds when considering traffic noise added by the project and cumulative development. Therefore, the project’s contribution to cumulative traffic noise would be significant and unavoidable.

5.2 Significant and Irreversible Environmental Changes

Section 15126.2(d) of the State CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by a project. Specifically, Section 15126.2(d) states:

“Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.”

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses.
- The project would involve a large commitment of nonrenewable resources.
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project.
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Determining whether the project may result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. The City’s General Plan anticipates that the project site will eventually support uses that would generate jobs and revenue while expanding the availability of goods and services. Additionally, the project would permanently alter the site by converting the undeveloped property to light industrial uses. This is a significant irreversible environmental change that would occur because of project implementation. Because no significant mineral resources were identified within the Project limits, no significant impacts related to these issues would result from development of the Project.

Construction and long-term operation of the project would require the commitment and reduction of nonrenewable and/or slowly renewable resources, including petroleum fuels and natural gas (for vehicle emissions, construction, lighting, heating, and cooling of structures) as well as lumber, sand/gravel, steel, copper, lead, and other metals (for use in building construction, piping, and roadway infrastructure). Other resources that are slow to renew and/or recover from environmental stressors would also be impacted by project implementation, such as air quality (through the combustion of fossil fuels and production of greenhouse gases) and water supply (through the increased demands for potable water for drinking, cleaning, landscaping, and general maintenance needs). However, their use is not expected to negatively impact the availability of these resources, as development of the project site and long-term operation of non-residential uses was anticipated by the General Plan, which indicates that the City anticipates growth. Though not considered significant, an increased commitment of public services (e.g., police, fire, sewer, and water services) would also be required. Project development is an irreversible

commitment of the land, energy resources, and public services. After the 50- to 75-year structural lifespan of the building is reached, it is improbable that the site would revert to its current use due to the large capital investment that will already have been committed.

Therefore, an irreversible commitment of nonrenewable resources would occur as a result of long-term project operations. However, assuming that those commitments occur in accordance with the adopted goals, policies, and implementation measures of the City of Perris General Plan, as a matter of public policy, those commitments have been determined to be acceptable. The City of Perris General Plan ensures that any irreversible environmental changes associated with those commitments will be minimized.

5.3 Growth Inducing Impacts

State CEQA Guidelines Section 15126.2(e), Growth Inducing Impact of the proposed project, requires that an EIR “discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” The State CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. This section analyzes potential growth-inducing impacts, based on the criteria outlined below, as suggested in the State CEQA Guidelines. In general terms, a project may foster spatial, economic, or population growth in a geographic area, if it meets any one of the following criteria:

1. Directly or indirectly foster economic or population growth, or the construction of additional housing;
2. Remove obstacles to population growth;
3. Require the construction of new or expanded facilities that could cause significant environmental effects; or
4. Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

Should the proposed project meet any or all of the above-listed stipulations, it may be considered growth-inducing under the State CEQA Guidelines. Growth-inducing impacts associated with the proposed project have a geographical context within the surrounding area. Though rate of development can be imprecise to measure, State CEQA Guidelines request that the EIR analyze ways in which growth might be induced by the proposed project. Growth can either be induced via planned growth effects or induced via unplanned growth effects. Both variations should be discussed. The specific growth-inducing impacts of the proposed project will be discussed through the analysis of the four criteria stated above.

1. Does the proposed project directly or indirectly foster economic or population growth, or the construction of additional housing?

The proposed project's development would not foster significant economic and population growth within the City directly or indirectly. Any growth will also be indirect as the proposed project is intended to be a warehouse facility though it does not have an intended owner.

Economic Growth

The proposed project will not directly or indirectly create significant economic growth within the City. However, the warehouse may cause indirect economic growth due to its development. While the warehouse site would generate tax revenue to the City, comparative to the City overall it is a relatively small increase. Construction of the warehouse facility will generate employment consistent with other similar construction activities, and only temporarily until construction activities are complete. Most construction workers would be anticipated to come from within the City or from the nearby region, which already has a population of substantial size to supply the needed workers. Upon completion of the warehouse, it will not cause a substantial permanent increase in employment. Similar to the above, these jobs would likely be filled by local and regional residents. While a few new workers may relocate to the area, this number would be incrementally small compared to the existing working population.

Population Growth

The City of Perris has a population of approximately 78,948 people¹ with a labor force of approximately 32,400 individuals² in 2023. The 2023 estimated unemployment within the City of Perris is approximately 2,000 people, creating an unemployment rate of 6.1%². The unemployed population, estimated to be approximately 2,000 people within the City, is larger than the potential jobs indirectly generated by the project. The development will therefore not create a demand for increased population as the current employment demand will not be met by the proposed project.

Additional Housing

The proposed project does not directly or indirectly include or require the creation of new housing stock within the City. Additionally, the warehouse would not create an increase in the City's population and therefore would not prompt the creation of additional housing stock. Refer to the above sections for further discussion of the proposed project's employment generation and its relation to employment demand within the City.

¹ State of California Department of Finance, 2023, E-1 Cities, Counties, and the State Population and Housing Estimates with Annual Percent Change -January 1, 2022 and 2023, Available at [Estimates-E1 | Department of Finance \(ca.gov\)](https://dof.ca.gov/wp-content/uploads/sites/352/Forecasting/Demographics/Documents/E-1_2023_InternetVersion.xlsx) and https://dof.ca.gov/wp-content/uploads/sites/352/Forecasting/Demographics/Documents/E-1_2023_InternetVersion.xlsx, Accessed May 10, 2023.

² State of California Employment Development Department (EDD), 2023, Labor Force and Unemployment Rate for Cities and Census Designated Places -Riverside, Available at <https://labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html> and <https://labormarketinfo.edd.ca.gov/file/lfmonth/rivesub.xls>, Accessed May 10, 2023

2. Does the proposed project remove obstacles to population growth?

The location of the proposed project is currently vacant and undeveloped. The development of the warehouse and any appurtenant improvements will not require the removal or demolition of existing structures. The land on which the proposed project will be developed is currently designated as Light Industrial (LI) in the general plan and zoned for Light Industrial (LI). The LI general plan designation is within the overall Industrial designation and defines LI uses as those that include limited assembly and packaging operations, self-storage warehouses, distribution centers, and business to business retail operations. Other allowable uses include small warehouses or equipment yards (e.g., general contractors, carpet and flooring installers, or other construction related trades), light manufacturing uses, materials processing and assembly, distribution centers, and large-scale warehousing. The proposed warehouse facility on the site would be consistent with the general plan designation and zoning. The LI designation and zone does not allow for residential on the site and the project does not include any. As the project does not propose a zone change to dedicate the land for residential use, the proposed project would not remove an obstacle to population growth.

3. Does the proposed project require the construction of new or expanded facilities that could cause significant environmental effects?

The proposed project would involve the development of a 643,419-square-foot warehouse along with truck parking, landscaping, and other appurtenant improvements. The development of the entire proposed warehouse facility has the potential to create some significant environmental effects. However, any effects projected or expected would be mitigated to the greatest extent feasible to remove or reduce their significance.

The project would not require expansion of utilities or infrastructure outside the scope of the proposed project. Project implementation would require construction of on-site utility infrastructure to serve the proposed warehouse buildings. The project would connect proposed utilities to existing off-site utility infrastructure within the adjacent roadways with the final sizing and design occurring during final building design and plan review. The project applicant proposes to extend a rail spur track that extends from the existing rail track north into the project site, such that rail cars could be loaded or unloaded directly from the proposed building. The proposed spur includes storage for 4 rail cars. The utility tie-in and rail spur connection were evaluated in this EIR, and impacts were disclosed. Each potentially significant environmental impact and their associated mitigations are fully discussed in the analysis chapters of this EIR. Refer to sections 4.1-4.15 for those discussions.

4. Does the proposed project encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively?

Construction activities for the project site would be temporary in nature and properly mitigated in an effort to reduce their significance to the lowest possible levels. Activities associated with the operation of the warehouse facility, should they be developed, would be similar to those of other

similar projects in the City. This includes daily commutes for passenger vehicles and trucks. In addition, the use of the facilities will require the use of energy for lighting, heating, and cooling. These activities and their potential impacts are fully discussed and analyzed within the analysis chapters of this EIR. Refer to sections 4.1-4.15 for those analyses.

5.4 Mandatory Significance of Findings

Substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause the species population to drop below self-sustaining levels, eliminate a plant or animal community, substantially 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.

All environmental impacts associated with the proposed project are discussed fully in the analysis chapters of this EIR. In addition, any significant impacts stemming from the proposed project will be mitigated to the greatest extent feasible. Detailed discussion is provided in sections 4.1 through 4.15 of this document.

The project site is located with federally designated Critical Habitat for spreading navarretia (*Navarretia fossalis*) and thread-leaved brodiaea (*Brodiaea filifolia*). All other special-status plant species are presumed absent from the project site due to the lack of native habitats and routine on-site disturbances. Further, no CDFW special-status plant communities occur within the boundaries of the project site. Impacts to these species and communities would be less than significant. As project construction would involve ground-disturbing activities, any special status plants located on-site could be destroyed during construction and regrowth would be limited by the constructed building and associated improvements. This is a potentially significant impact. With incorporation of Mitigation Measure BIO-1, which requires pre-construction surveys for special status plant species and subsequent action should any be detected on-site, impacts to special status species would be avoided and, thus, the potentially significant impact reduced to less than significant.

As identified in *Table 4.3-1* in Section 4.3, *Biological Resources*, the following special status wildlife species were found to have a moderate potential to occur on the project site: Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), burrowing owl (*Athene cunicularia*), California horned lark (*Eremophila alpestris actia*), and loggerhead shrike (*Lanius ludovicianus*). Although Crotch's bumblebee (CBB) is presumed absent from the project site and impacts would be less than significant, current best practice is to require surveying for the CBB given the species' candidate status and lack of formal survey protocol. See Mitigation Measure BIO-2 which requires a pre-construction survey for CBB. As project construction would involve ground disturbing activities, construction of the warehouse and associated improvements, and on-going activity as a result of warehouse operation, any listed special-status wildlife located on-site or in the vicinity of the site during could be disturbed by increased noise, vibration, dust, nighttime lighting, and human activity. This is a potentially significant impact. With incorporation of Mitigation Measures BIO-3 and BIO-4, which require pre-construction surveys for burrowing owl (BUOW) and nesting birds and subsequent action should any be detected on-site, impacts to special-status species would be avoided and, thus, reduced to less than significant.

Overall, the incorporation of mitigation, would reduce impacts to special-status species to less than significant. Thus, the proposed project would not cause a notable decrease in species population, eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal.

Based on the records search results, field survey, and NAHC Sacred Lands File, the project site has a low sensitivity for prehistoric/Native American cultural resources. The majority of resources are expected to be isolated artifacts rather than archaeological sites (**Appendix E**). The NAHC response was positive and suggested that the Pechanga Band of Indians be contacted for more information. The City has contacted Pechanga and the tribe has requested formal consultation.

There are no known cultural resources that could be an example of California history or prehistory located on-site; however, there is the potential to encounter previously unknown resources. This potential impact would be mitigated with Mitigation Measures CUL-1 and CUL-2 which would protect unanticipated cultural resources if they were found during site development. Therefore, the project would not eliminate an important example of any major period of Californian history or prehistory.

Additionally, the project site would require excavation and grading activities at a depth greater than 5 feet and therefore, would have high potential to encounter paleontological resources during activities beyond this depth. Accordingly, the project would be required to demonstrate compliance with General Plan Conservation Element Implementation Measure IV.A.4 which requires paleontological monitoring once subsurface excavations reach five feet in depth, with monitoring levels reduced if appropriate, at the discretion of a certified project paleontologist. This requirement is applied to the project as Mitigation Measure GEO-1 which would require a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). Therefore, in this regard, the project would not eliminate an important example of any major period of Californian history or prehistory.

Have impacts that are individually limited, but cumulatively considerable.

The proposed project would result in impacts at the project level that were found to have no impact, be less than significant, or be less than significant with mitigation. With mitigation, the project would also reduce all potential cumulative impacts to less than significant, with the exception of traffic-related noise.

Individually, the proposed project would not exceed exterior or interior noise standards, or increase ambient noise levels above normally acceptable levels for surrounding land uses. However, cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the project and other projects in the vicinity. As discussed in Section 4.11, a project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. Due to the low buildout of the area, cumulative traffic would significantly increase on the surrounding roadway segments. Noise generated on these roads would also be above the normally acceptable noise levels for the surrounding commercial, residential, and public land uses planned as shown in the Perris Zoning Map, Green Valley Specific Plan, and Riverglen Specific Plan. There are no feasible or practical mitigation measures available to reduce cumulative off-site traffic noise. Therefore, cumulative traffic noise impacts would be significant and unavoidable.

Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

The proposed project has the potential to create impacts that could cause adverse effects on human beings. The majority of these effects would be created during the construction phase of the project. All effects of the warehouse facility would be temporary in nature and would occur over the relatively short-term construction phase. Direct impacts to humans during the construction phase as well as effects associated with operation of the project would be less than significant or would be mitigated to less than significant levels. Mitigation measures created for the potential impacts of the proposed project are detailed in Sections 4.1 through 4.15 of this EIR. Similarly, any operational impacts foreseen for the proposed project will be mitigated to the greatest extent feasible.

6.0 ALTERNATIVES

The following discussion considers alternatives to implementation of the project. The discussion examines the potential environmental impacts resulting from each alternative. Through comparisons of these alternatives to the project, the relative advantage(s) of each can be weighed and analyzed.

6.1 Introduction

CEQA requires that an EIR describe a range of reasonable alternatives to the project or to the location of the project that could feasibly avoid or lessen any significant environmental impacts of the project while attaining most of the project's basic objectives. An EIR also must compare and evaluate the environmental effects and comparative merits of the alternatives. This chapter describes alternatives considered but eliminated from further consideration (including the reasons for elimination), and compares the environmental impacts of several alternatives retained with those of the project.

The following are key provisions of the State CEQA Guidelines (Section 15126.6):

- The discussion of alternatives shall focus on alternatives to the project or its site that 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.
- The No Project Alternative shall be evaluated, along with its impacts. The no-project analysis shall discuss the existing conditions at the time the notice of preparation was published, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.
- The range of alternatives required in an EIR is governed by a "rule of reason." Therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.
- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.
- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

The range of feasible alternatives is selected and discussed in a manner that fosters meaningful public participation and informed decision making. Among the factors that may be taken into account when addressing the feasibility of alternatives (as described in State CEQA Guidelines Section 15126.6(f)(1)) are environmental impacts, site suitability, economic viability, social and political acceptability, technological capacity, availability of infrastructure, General Plan consistency, specific plan consistency, regulatory limitations, jurisdictional boundaries, and whether the project proponent could reasonably acquire, control, or otherwise have access to an alternative site. If an alternative has effects that cannot be

reasonably identified, if its implementation is remote or speculative, and if it would not achieve the basic project objectives, it need not be considered in the EIR.

6.2 Summary of Significant and Unavoidable Impacts

The analysis in Section 4.0 determined that the proposed project would result in a significant and unavoidable noise impact from off-site traffic, on both a project-level and cumulative basis. See Section 4.11, Noise for further explanation. No mitigation measures are feasible to reduce these significant impacts to a less than significant level.

6.3 Project Objectives

As stated previously in Section 3.0 of this Draft EIR, the following objectives have been established by the applicant for the proposed project:

- Objective 1:** Develop a warehouse use in proximity to the near Interstate-215 transportation corridor, existing rail facilities and linked truck routes.
- Objective 2:** Develop a single pad warehouse to be competitive within the industrial warehouse marketplace in the vicinity.
- Objective 3:** Develop a warehouse use compatible with adjacent and planned uses.
- Objective 4:** Provide new land uses consistent with the designed flexibility of the City's General Plan and Zoning Code.
- Objective 5:** Increase employment and create a revenue generating use consistent with market opportunities.
- Objective 6:** Provide utility infrastructure and landscaping improvements to the site to enhance aesthetics and ensure adequate services are available.
- Objective 7:** Develop a project that will not conflict with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and the Perris Valley Airport Land Use Compatibility Plan.
- Objective 8:** Facilitate movement of goods for the benefit of the local and regional economy.

6.4 Alternatives to the Project

State CEQA Guidelines Section 15126.6(a) requires that an EIR "...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." According to this section of the State CEQA Guidelines "...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.” An EIR is not required to consider alternatives which are infeasible. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to an alternative (State CEQA Guidelines Section 15126.6 (f)(1)).

With respect to the selection of alternatives to be considered in an EIR, State CEQA Guidelines Section 15126.6(b) states “...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.” That is, each alternative must be capable of avoiding or substantially lessening any significant effects of the proposed project. The rationale for selecting the alternatives to be evaluated, and a discussion of the “no project” alternative are also required. (State CEQA Guidelines Section 15126.6(e).)

Based on the significant environmental impacts of the proposed project, the aforementioned objectives established for the proposed project, and the feasibility of the alternatives considered, including the No Project Alternative as required by CEQA, are considered in this chapter and analyzed in *Table 6-5: Comparison of Alternatives* below.

6.5 Alternatives Rejected From Further Consideration

State CEQA Guidelines Section 15126.6(c) specifies that an EIR should identify alternatives that were considered by the lead agency but were rejected during the scoping process and identify the reasons for eliminating the alternatives from further consideration. Section 15126.6(c) further indicates that a lead agency may eliminate an alternative from detailed consideration in an EIR if it fails to meet the basic project objectives, is infeasible, or does not avoid significant environmental impacts. Two such alternatives were considered and rejected by the City.

Alternative Project Location

Pursuant to State CEQA Guidelines Section 15126.6(f)(2), alternate sites should be evaluated, if any feasible sites exist, where significant impacts can be lessened. An alternative location was considered and rejected by the City as discussed below.

This alternative was rejected from further consideration because the project is consistent with existing General Plan land use designations of Light Industrial (LI) for the project site and there are no site-specific significant and unavoidable impacts that would be lessened if a different site were selected. Moving the proposed project site would still generate a similar level of impacts that can be mitigated and may result in worse air quality, greenhouse gas emissions, and traffic impacts if the alternative site were to be located further from the freeway system. Rather, because the proposed project site is in close proximity to the I-215 freeway, existing rail infrastructure and existing warehouse facilities to the north and west, the potential for an alternative site was rejected from further consideration.

It is required under CEQA that alternative site(s) be evaluated if any feasible sites exist where significant impacts can be lessened. The environmental impacts of development on any other site in the City are expected to be similar to those of the proposed project. In addition, other sites, depending on their biological or cultural resources may have similar or worse impacts than the project. Given the nature of the proposed project, an alternative location would not alleviate the impacts because a relocation of the proposed project would simply move the potential impacts. Thus, an alternative location may meet most of the basic project objectives but would not substantially lessen impacts and meet the CEQA definition of an alternative. Therefore, this alternative was not further considered.

Smaller Warehouse Alternative

The proposed project would result in significant and unavoidable traffic noise impacts as a result of traffic generated by the project. Using the trip generation calculations from the project's impact analysis (**Appendix K**), the proposed warehouse would have to be reduced to approximately 380,000 square feet to reduce the maximum number of trips to reduce potential traffic noise impacts (both direct and cumulative) to less than significant levels. This would reduce the building size of the proposed project by 263,000 square feet or 41 percent. The maximum number of trips would be approximately 650 trips (422 passenger cars and 228 trucks).

This alternative was rejected from further consideration because the reduced size of the warehouse would not make it a viable project within the industrial warehouse marketplace given the project location, the size of the property, and the physical and regulatory constraints of the existing floodway. The project site is located within a designated light industrial zone in the City's General Plan and Zoning Code and is 34.5 acres. Reducing the project size to something substantially smaller than what is permitted for the site, even with the building restrictions associated with the floodway, would result in a development that is not the highest and best use of the property, especially for an industrial development that is otherwise compatible with surrounding land uses in the industrial-zoned areas. Developing a reduced sized building with an accessory use such as a truck and trailer drop lot would not be feasible because it would result in additional truck traffic to the project site and increased truck traffic noise.

The project-related noise impact would occur along the roadway segment of Ellis Road Avenue between South Redlands Avenue and Case Road. An existing legal non-conforming residential use is located at the intersection of South Redlands Avenue and Ellis Avenue. As such, this requires the noise levels to be evaluated using a residential threshold instead of an industrial threshold. If an industrial noise threshold were applied, project-level traffic noise impacts would be less than significant. Cumulative traffic noise impacts would likely remain significant and unavoidable, however, even without development of the project.

For the reasons described above, this alternative was rejected from further analysis.

6.6 Analysis of Alternatives to the Proposed Project

This section of the DEIR presents the analysis of three alternatives in comparison to the potential environmental effects associated with the proposed project. In accordance with State CEQA Guidelines

Section 15126.6(d), the discussion of the environmental effects of the alternatives may be less detailed than the discussion of the impacts of the proposed project. Following a description of the alternative is a discussion of potential impacts to each of the environmental topics evaluated in this EIR. A comparison of alternatives matrix is presented in *Table 6-5*.

Alternative 1 – No Project Alternative

The State CEQA Guidelines [Section 15126(d)4] require that an EIR specifically discuss a “No Project” alternative, which shall address both “the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project is not approved, based on current plans and consistent with available infrastructure and community services.”

The No Project Alternative would retain the current General Plan land use designation and zoning district, maintain existing buildings, and continue the current operations on the project site. No development of the proposed project would occur. If the project site were to remain as is, there would be no new impacts.

Aesthetics

Under the No Project Alternative, no development would occur, and the existing undeveloped project site would remain undeveloped. Since no development would occur, the No Project Alternative would not create any new source of substantial light or glare and would not result in any change in the existing visual character of the site.

Air Quality

Since no construction activity would occur, the No Project Alternative would not generate any short-term construction emissions. Further, no new long-term emissions would result from increased traffic and increased use of energy resources and there would be no operational cancer or chronic risks. Due to the avoidance of short-term and long-term criteria pollutant emissions, air quality impacts would be avoided compared to the proposed project.

Biological Resources

Since no site preparation or construction activity would occur, the No Project Alternative would not result in a change to the existing biology of the project site. Existing and potential biological species would be able to continue to utilize the project site as habitat (including breeding and/or seasonal foraging habitat). Thus, impacts would be avoided compared to the proposed project.

Cultural Resources

The No Project Alternative would retain the project site’s existing conditions. Because there would be no site preparation, grading, or construction, there would be no potential to disturb cultural resources. Thus, impacts would be avoided compared to the proposed project.

Energy

Since no development would occur, the No Project Alternative would not result in the consumption of energy use from increased vehicle or equipment use or building-related energy.

Geology and Soils

Since there would be no development, there would be no potential for geologic hazards to impact people or buildings. Further, since no construction activities would occur, potential impacts to paleontological resources would be avoided.

Greenhouse Gas Emissions

Since no construction activity would occur, the No Project Alternative would not generate any short-term construction-related greenhouse gas (GHG) emissions. Further, no new long-term GHG emissions would result from increased traffic and increased use of energy resources. Due to the avoidance of short-term and long-term criteria pollutant emissions, GHG impacts would be avoided compared to the proposed project.

Hazards and Hazardous Materials

Since there would be no development, there would be no potential for the routine transport, use, or disposal of hazardous materials, reasonably foreseeable upset and accident conditions, or airport safety hazards or excessive noise for people residing or working in the area.

Hydrology and Water Quality

The No Project Alternative would retain the project site's existing conditions. The existing hydrologic conditions would continue, and the existing storm drain facilities and storm flow patterns and capacity would remain. Further, as no development would occur, there would be no potential for impacts associated with FEMA Flood Zone AE. Therefore, under the No Project Alternative, impacts to hydrology and water quality would be avoided.

Land Use and Planning

The No Project Alternative would retain the project site's existing conditions. The project site would not be developed and the project site would remain vacant and underutilized and certain goals and policies of the Perris Comprehensive General Plan 2030 that have been adopted for the purpose of avoiding or mitigating an environmental effect would not have to be implemented.

Noise

Since no construction activity would occur, the No Project Alternative would not have any short-term noise impacts. Ambient noise increases created by project-related operations and traffic would also not occur. Therefore, under the No Project Alternative, impacts to noise would be avoided.

Public Services

The No Project Alternative would retain the project site's existing undeveloped and vacant conditions and the existing circulation patterns in the project site vicinity would remain. There would be no direct or indirect population growth in the project area, and no increased demand for public services would occur.

Transportation

The No Project Alternative would retain the project site's existing undeveloped and vacant conditions and the existing circulation patterns in the project site vicinity would remain. No new VMT would be generated at the project site. Therefore, impacts to transportation would be avoided.

Tribal Cultural Resources

The No Project Alternative would retain the project site's existing conditions. Because there would be no site preparation, grading, or construction, there would be no potential to disturb tribal cultural resources.

Utilities and Service Systems

The No Project Alternative would retain the project site's existing condition and no improvements would occur. No sewer or recycled water service exists.

No Project Alternative Conclusion

No environmental impacts would occur with the No Project Alternative. However, this Alternative would underutilize the project site and would not meet any of the Project objectives. State CEQA Guidelines Section 15126.6(f)(1) states that among the factors that may be taken into account when addressing the feasibility of alternatives, are site suitability and economic viability. The No Project Alternative is neither suitable for the site nor economically viable, as an undeveloped project site would not meet the goals of the General Plan or lead to productive use of the site for landowners.

Alternative 2 – Two Building Alternative

A two-building alternative was considered as a potential alternative to the proposed project. This alternative would construct two warehouse buildings totaling approximately 643,400 square feet. Comments were received during the Draft EIR scoping meeting that a two-building alternative would serve to reduce the bulk and scale of the proposed building.

Aesthetics

Under the Two Building Alternative, similar to the proposed project the existing undeveloped project site would be developed. The two warehouse buildings would create new sources of light, though like the proposed project it would comply with the City's Municipal Code and Zoning Ordinance, and Riverside County Ordinance No. 655. Compliance would reduce potential impacts from the Two Building Alternative creating a new substantial source of light or glare. In addition, mitigation measure AES-1, which would require temporary construction lighting, would be applied to further reduce potential impacts. Therefore,

potential impacts to aesthetics from the Two Building Alternative would be similar to those of the proposed project.

Air Quality

The Two Building Alternative would construct two warehouse buildings totaling approximately the same square footage as the proposed project. This Alternative would result in approximately the same air quality emissions during construction and operation compared to the proposed project because of the same total building square footage. Like the proposed project, this Alternative would be consistent with the existing Light Industrial (LI) land use designation, and as such, the project would not result in substantial unplanned growth or unaccounted for growth in the General Plan or job growth projections used by the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (AQMD) to develop the Air Quality Management Plan (AQMP). Therefore, due to the similar total building square footage, the Two Building Alternative would result in a less than significant impact to air quality, which would be a similar impact to that of the proposed project.

Biological Resources

The Two Building Alternative would involve the same construction area as the proposed project. Therefore, this alternative would result in the same potential impacts to special-status plants and special-status wildlife species and require consistency with the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) and Stephen's Kangaroo Rat Habitat Conservation Plan. With the incorporation of mitigation measures BIO-1 through BIO-6 and compliance with the MSHCP requirements, impacts would be less than significant. Therefore, potential impacts to biological resources from the Two Building Alternative would be similar to those from the proposed project.

Cultural Resources

Based on the records search results, field survey, and Native American Heritage Commission Sacred Lands File, the project site has a low sensitivity for prehistoric/Native American cultural resources. Similar to the proposed project, the Two Building Alternative could impact previously unknown and buried cultural resources or human remains. Mitigation measure CUL-1 would protect unanticipated cultural resources if they were found during site development and mitigation measure CUL-2 would ensure any human remains encountered were properly treated, thus impacts would be less than significant. Therefore, potential impacts associated with the Two Building Alternative would be similar to those of the proposed project.

Energy

As the Two Building Alternative would result in a similar total building square footage compared to the proposed project, the overall energy usage can be assumed to be similar to the proposed project. As identified with the proposed project, construction and operation of the Two Building Alternative would have a nominal effect on local and regional energy supplies and would not be inefficient, wasteful, or unnecessary. The Two Building Alternative would be compliant with 2022 Title 24 building standards, the City's Development Code, and provisions of CALGreen, and the City of Perris Good Neighbor Guidelines.

Therefore, potential impacts associated with the Two Building Alternative would be less than significant, similar to those of the proposed project.

Geology and Soils

The Two Building Alternative would involve the same construction impact area. Therefore, this alternative would result in the same potential impacts related to geology and soils and seismic hazards as the proposed project. This Alternative would adhere to applicable building codes, The City of Perris' Municipal Code, California Building Code requirements, Section G of the Municipal Regional Stormwater Permit, and built and maintained in accordance with the site-specific geotechnical study. Further, because the construction impact area would be the same as the proposed project, this alternative would also have the potential to impact subsurface paleontological resources and the impact would be reduced to a less than significant level with mitigation measure GEO-1, which would require a Paleontological Resource Impact Mitigation and Monitoring Program. Therefore, potential impacts to geology and soils from the Two Building Alternative would be similar to those of the proposed project.

Greenhouse Gas Emissions

The Two Building Alternative would construct two warehouse buildings totaling approximately the same square footage as the proposed project. This Alternative would result in approximately the same GHG emissions during construction and operation compared to the proposed project because of the same total building square footage. The Two Building Alternative would also be required to meet Title 24 building standards, be compliant with the City of Perris Climate Action Plan, Connect SoCal 2020, and the CARB Scoping Plan. Therefore, the Two Building Alternative would result in a less than significant impact related to GHG emissions similar to that of the proposed project.

Hazards and Hazardous Materials

The Two Building Alternative would involve the same construction impact area as the proposed project and would not be anticipated to involve any hazardous uses during operations. Therefore, this alternative would result in the same, less than significant impact related to the routine use, transport, or disposal of hazardous materials, the release of hazardous materials, or a safety hazard/excessive noise for people residing or working in the area as compared to the proposed project.

However, the Two Building Alternative would require additional driveways; the multiple driveways would not meet the City's required separation distances on the project frontage along Ellis Avenue, would not allow the proposed driveways to match the alignments of the driveways with the approved driveway locations for the IDI project currently under construction across Ellis Avenue, and would constrain emergency access to and from the site due to floodway area on the project site, which precludes development in that area. The Two Building Alternative design could interfere with emergency access to the site and along Ellis Avenue. Therefore, this Alternative would result in a potential impact related to hazards and hazardous materials, which is a greater impact than that of the proposed project.

Hydrology and Water Quality

The Two Building Alternative would involve development of the same area as the proposed project. This Alternative would similarly not impact the FEMA floodway located near the south-eastern portion of the site; this area would remain undeveloped. The project would still be required to process a Conditional Letter of Map Revision through FEMA. The Two Building Alternative would result in similar impacts related to hydrology and water quality as the proposed project. Similar to the proposed project, development under this alternative could increase the amount of storm water runoff and alter existing drainage patterns due to the increased amount of impervious surfaces. As with the proposed project, this Alternative would be required to obtain a NPDES General Permit, which would require a Stormwater Pollution Prevention Plan and BMPs, a Water Quality Management Plan with Low Impact Development designs, and other regulatory requirements that would ensure that impacts to hydrology would be less than significant. Therefore, the Two Building Alternative would result in a similar impact to hydrology and water quality as the proposed project .

Land Use and Planning

The Two Building Alternative would involve development of the same area that would occur with implementation of the proposed project. This Alternative similarly would not impact the FEMA floodway located near the south-eastern portion of the site. As the Two Building Alternative would construct the same use on-site as the proposed project, the impacts would be similar. Therefore, this Alternative would be consistent with Connect SoCal 2020, the Riverside County Airport Land Use Compatibility Plan, March Air Reserve Base/Inland Port Airport Zone, and the City of Perris' General Plan. Overall, the impact from this Alternative would result in a similar impact to land use and planning as the proposed project.

Noise

The Two Building Alternative would involve development of the same area that would occur with implementation of the proposed project. As the Two Building Alternative would construct the same use on-site as the proposed project, the impacts would be similar. The warehouse use on-site would still result in a similar amount of truck trips during construction and operation, as the total building square footage from the two buildings would be similar to the square footage of the proposed project. Thus, the Two Building Alternative would result in a significant and unavoidable impact associated with off-site traffic noise and cumulative traffic noise. Therefore, the potential impacts from this Alternative would result in a similar impact to noise as the proposed project.

Public Services

Under the Two Building Alternative, the warehouse use would be the same as that put forward by the proposed project. The total of the two warehouse buildings on-site would be approximately the same square footage as the proposed project. Therefore, required public services of those needed for the Two Building Alternative would be comparable to the proposed project. Like the proposed project, the number of employees is not anticipated to result in a substantial increase in demands for public services considering that typical service demands per employee are less than demands from residential uses. Additionally, development under this Alternative would be required to comply with the Occupational

Safety and Health Administration and the DIF established by the City of Perris Municipal Code. The Two Building Alternative would also construct a perimeter fence or screenwall, have internal parking, security lighting and cameras present which would discourage criminal activity and the need for police support. Overall, the Two Building Alternative would have a less than significant impact on public services, similar to that of the proposed project.

Transportation

The Two Building Alternative would require additional driveways which would not meet the City's required separation distances on the project frontage along Ellis Avenue and would not match the alignment of the approved driveway locations for the IDI project across Ellis Avenue. Additionally, the raised median constructed on Ellis Avenue would restrict access to driveway configuration necessary for a two-building design. Further, the Two Building Alternative design would not allow for the required separation between auto and truck traffic, increasing safety risks by mixing the auto and truck traffic on-site. Overall, the Two Building Alternative could result in increased hazards due to geometric design and inadequate emergency access due to the required additional driveways that would be needed. Potential impacts associated with this Alternative compared to the proposed project would be greater.

Tribal Cultural Resources

Based on the records search results, field survey, and Native American Heritage Commission Sacred Lands File, the project site has a low sensitivity for prehistoric/Native American cultural resources. Similar to the proposed project, the Two Building Alternative could impact previously unknown and buried cultural resources or human remains. Mitigation measure CUL-1 would protect unanticipated cultural resources if they were found during site development and mitigation measure CUL-2 would ensure any human remains encountered were properly treated, thus impacts would be less than significant. Therefore, potential impacts associated with the Two Building Alternative would be similar to those of the proposed project.

Utilities and Service Systems

Similar to the proposed project the Two Building Alternative would require connection to existing utilities located within Ellis Avenue. As the Two Building Alternative proposed the same use and total building square footage as the proposed project, the required water supply, wastewater, stormwater, and electric power/natural gas/telecommunications needs can be assumed to be similar for this Alternative. Like the proposed project the Utilities and Service Systems required for Two Building Alternative would be within the growth projections anticipated by the General Plan, and therefore within the projected demands of the Eastern Municipal Water District and Perris Valley Regional Water Reclamation Facilities. Overall, due to the similar building square footage, impacts to utilities and services systems would be less than significant, which is similar to the impacts associated with the proposed project.

Two Building Alternative Conclusion

A two-building design could meet most of the project objectives, but it would not meet the project objective of developing a single pad warehouse to be competitive within the industrial warehouse

marketplace in the vicinity. The Two-Building Alternative additionally does not reduce significant off-site traffic noise impacts, nor does it substantially lessen impacts. Although the Two-Building Alternative would reduce the building bulk and scale as compared to a single building, aesthetic impacts of the proposed project were found to be less than significant. Additional components of a two-building design include:

- A two-building design would require additional driveways; the multiple driveways would not meet the City's required separation distances on the project frontage along Ellis Avenue.
- The raised median constructed on Ellis Avenue would restrict access to driveway configuration necessary for a two-building design.
- A two-building design would not allow for the required separation between auto and truck traffic, increasing safety risks by mixing the auto and truck traffic.
- A two-building design would not allow the proposed driveways to match the alignments of the driveways with the approved driveway locations for the IDI project currently under construction across Ellis Avenue.
- A two-building design would constrain emergency access to and from the site due to floodway area on the project site, which precludes development in that area.

Alternative 3 – Office Buildings Alternative

The Office Buildings Alternative proposes professional office buildings on the project site. Per Section 19.43 of the City's Zoning Code, uses consistent with professional offices uses include, "corporate offices, cultural and community facilities, financial institutions, legal and medical services, and other similar uses which represent major concentrations of community and employment activities." Professional office uses are permitted in the in the City's Light Industrial (LI) zone. Office buildings were selected for analysis because of the compatibility with the land uses proposed in the Downtown Specific Plan. The Downtown Specific Plan area is located approximately 850 feet to the west of the project site. Proposed uses within the Downtown Specific Plan include, "an employment center, with new and existing one to three story commercial or light industrial uses. Large lot parcels would be encouraged to incorporate campus designs with ample employee amenities and parking towards the center or to the rear." Additionally, office buildings were selected for an alternative because they generate fewer truck trips than a warehouse use and therefore, would generate less truck traffic noise than the proposed project.

The Office Buildings Alternative would consist of two office buildings with up to a total of 174,000 square feet of building space on the project site. The buildings would be two stories in height with each floor approximately 43,000 square feet in area. The buildings would be limited to two stories to be consistent with the development standards of the Downtown Specific Plan and to limit the building height to be consistent with the Riverside County Airport Land Use Compatibility Plan (ALUCP) for the Perris Valley Airport. Other development would include parking and landscaped areas. Per the City's zoning code, office buildings require 1 parking space for every 300 square feet. Therefore, this alternative would require 580 parking spaces onsite. Similar to the proposed project, this alternative would not develop within the floodway area and that portion of the project site would remain in its existing condition. Onsite amenities would include landscaped open space areas between the buildings with walkways, benches, and areas for

smaller groups to congregate with picnic benches. These open space areas would also be required to meet the Zone D and Zone E requirements of the Riverside County ALUCP.

Access to the project site would be off of Ellis Avenue. It is anticipated that two access driveways would be required and that those driveways could be constructed in generally the same location as the proposed project such that they align with the driveways constructed for the development located directly across Ellis Avenue. No rail spur connection to the adjacent BNSF railroad would occur under this alternative.

Aesthetics

Under the Office Buildings Alternative, similar to the proposed project, the existing undeveloped project site would be developed. The office buildings would create sources of light, though like the proposed project, this Alternative would comply with the City's Municipal Code and Zoning Ordinance, and Riverside County Ordinance No. 655. Compliance with the above would reduce the potential for the Office Buildings Alternative to create a new substantial source of light or glare. In addition, mitigation measure AES-1, which would require temporary construction lighting, would be applied to further reduce potential impacts. Therefore, impacts to aesthetics from the Office Buildings Alternative would be similar to those of the proposed project.

Air Quality

The Office Buildings Alternative would construct four office buildings totaling approximately 174,000 square feet of office space. Construction under this alternative would occupy the same total area of the project site as the proposed project. The overall building square footage would be reduced, but there would be four separate buildings compared to one large building with the proposed project. Therefore, construction emissions are considered to be similar to the proposed project.

As shown in *Table 4.13-1* (see Section 4.13, *Transportation*) the proposed project would generate 714 passenger vehicle trips, 385 truck trips, and an overall total of 1,100 average daily trips. As shown in *Table 6-3*, below, the Office Buildings Alternative would generate 1,830 passenger trips, 57 truck trips, and an overall total of 1,886 average daily trips. Therefore, this alternative would result in an approximately 85.2% decrease in truck trips, a 156.3% increase in passenger car trips, and an overall 71.5% increase in average daily trips. Although, the reduction in diesel emissions would decrease with less truck trips under this alternative, total emissions would likely increase as overall average daily trips would increase by 71.5%.

Like the proposed project, this Alternative would be consistent with the existing Light Industrial (LI) land use designation, and as such, the project would not result in substantial unplanned growth or unaccounted for growth in the General Plan or job growth projections used by SCAG and the South Coast AQMD to develop the AQMP. Therefore, under the Office Buildings Alternative, potential air quality impacts would be anticipated to be significant and unavoidable, and greater compared to the proposed project.

Biological Resources

The Office Buildings Alternative would involve the same construction area as the proposed project. Therefore, this Alternative would result in the same potential impacts to special-status plants and special-status wildlife species and require consistency with the MSHCP and Stephen's Kangaroo Rat Habitat Conservation Plan. With the incorporation of mitigation measures BIO-1 through MM BIO-6 and compliance with the MSHCP requirements, impacts would be less than significant. Therefore, potential impacts to biological resources from the Office Buildings Alternative would be similar to those from the proposed project.

Cultural Resources

The Office Buildings Alternative would involve the same construction area as the proposed project. Based on the records search results, field survey, and NAHC Sacred Lands File, the project site has a low sensitivity for prehistoric/Native American cultural resources. Similar to the proposed project, the Office Buildings Alternative could impact previously unknown and buried cultural resources or human remains. Mitigation measure CUL-1 would protect unanticipated cultural resources if they were found during site development and mitigation measure CUL-2 would ensure any human remains encountered were properly treated, thus impacts would be less than significant. Therefore, potential impacts associated with the Office Buildings Alternative would be similar to those of the proposed project.

Energy

As the Office Buildings Alternative would result in more employees on-site there would be greater energy use from task lighting, office equipment, HVAC, etc. The Alternative would be required to be compliant with 2022 Title 24 building standards, the City's Development Code, and provisions of the CALGreen Code, and Perris Good Neighbor Guidelines. Therefore, potential energy impacts associated with the Office Buildings Alternative would be less than significant similar to the proposed project, although further reduced.

Geology and Soils

The Office Buildings Alternative would involve the same construction impact area. Therefore, this alternative would result in the same potential impacts related to geology and soils and seismic hazards as the proposed project. This Alternative would adhere to applicable building codes, The City of Perris' Municipal Code, California Building Code requirements, Section G of the Municipal Regional Stormwater Permit, and built and maintained in accordance with the site-specific geotechnical study. Further, because the construction impact area would be the same as the proposed project, this alternative would also have the potential to impact subsurface paleontological resources and the impact would be reduced to a less than significant level with mitigation measure GEO-1, which would require a Paleontological Resource Impact Mitigation and Monitoring Program. Therefore, potential impacts to geology and soils from the Office Buildings Alternative would be similar to those of the proposed project.

Greenhouse Gas Emissions

The Office Buildings Alternative would construct four office buildings totaling approximately 174,000 square feet of office space. Construction under this alternative would occupy the same total area of the project site as the proposed project. The overall building square footage would be reduced, but there would be four separate buildings compared to one large building with the proposed project. Therefore, construction emissions are considered to be similar to the proposed project.

As shown in *Table 4.13-1* (see Section 4.13, *Transportation*) the proposed project would generate 714 passenger vehicle trips, 385 truck trips, and an overall total of 1,100 average daily trips. As shown in *Table 6-3*, below, the Office Buildings Alternative would generate 1,803 passenger trips, 57 truck trips, and an overall total of 1,886 average daily trips. Therefore, this alternative would result in an 85.2% decrease in truck trips, a 156.3% increase in passenger car trips, and an overall 71.5% increase in average daily trips. Although, the reduction in diesel emissions would decrease with less truck trips under this alternative, total emissions would likely increase as overall average daily trips would increase by 71.5%. When considering GHG emissions from mobile sources, it is anticipated that this alternative would result in an overall increase in GHG emissions compared to the proposed project, due to the overall 71.5% increase in average daily trips.

The Office Buildings Alternative would also be required to meet Title 24 building standards, be compliant with the City of Perris Climate Action Plan, the Regional Transportation Plan/Sustainable Communities Strategy, and CARB Scoping Plan. Therefore, the Office Buildings Alternative would result in a significant and unavoidable impact on GHG emissions, and because of the higher volume of vehicle trips generated under this alternative, GHG emissions would be greater than the proposed project.

Hazards and Hazardous Materials

The Office Buildings Alternative would involve the same construction impact area and would not involve any hazardous uses during operations. Therefore, this alternative would result in the same, less than significant impact to the routine transport, use, or disposal of hazardous materials, reasonably foreseeable upset and accident conditions, or airport safety hazards or excessive noise for people residing or working in the area. Therefore, potential hazards impacts associated with the Office Buildings Alternative would be similar to those of the proposed project.

Hydrology and Water Quality

The Office Buildings Alternative would involve development of the same area that would occur with implementation of the proposed project. This Alternative would similarly not impact the FEMA floodway located near the south-eastern portion of the site; this area would remain undeveloped. The project would still be required to process a Conditional Letter of Map Revision through FEMA. The Office Buildings Alternative would develop multiple corporate office buildings which is a lower-intensity use compared to the proposed project.

Similar to the proposed project, development under this alternative could increase the amount of storm water runoff, alter existing drainage patterns due to the increased amount of impervious surfaces. As with the proposed project, this Alternative would be required to obtain a NPDES General Permit, which would require a Stormwater Pollution Prevention Plan and BMPs, a Water Quality Management Plan with Low Impact Development designs, and other regulatory requirements that would ensure that impacts to hydrology would be less than significant. Therefore, the Office Buildings Alternative would result in similar impacts to hydrology and water quality as the proposed project.

Land Use and Planning

The Office Buildings Alternative would involve development of the same area that would occur with implementation of the proposed project. This Alternative similarly would not impact the FEMA floodway located near the south-eastern portion of the site. The Office Buildings Alternative would develop corporate office buildings on site which is compatible with the existing Light Industrial (LI) designation and Zoning on site. Therefore, this Alternative would be consistent with Connect SoCal 2020, the Riverside County Airport Land Use Compatibility Plan, March Air Reserve Base/Inland Port Airport Zone, and the City of Perris' General Plan. Overall, the impact from this Alternative would result is a similar impact to land use and planning as the proposed project.

Noise

Construction noise impacts are considered to be similar under the Office Buildings Alternative compared to the proposed project because the overall area of development and amount of building space is similar. Under the Office Buildings Alternative, operational noise impacts would be reduced because this alternative would generate 57 truck trips, which is fewer than the 228 truck trips determined to be the maximum number of truck trips to avoid significant noise impacts on the adjacent roadways. While the Office Buildings Alternative would generate more passenger car traffic, overall project-level operational noise impacts are anticipated to be less than significant for this alternative. See *Table 6-1: Existing Plus Proposed Project and Existing Plus Office Buildings Alternative Traffic Noise Comparison*, below for a breakdown of the noise impacts from the proposed project compared to the Office Buildings Alternative. This Alternative would result in a less adverse impact to project-level noise compared to the proposed project.

Table 6-1: Existing Plus Proposed Project and Existing Plus Office Buildings Alternative Traffic Noise Comparison

Roadway Segment	Existing with Proposed Project		Change from Proposed Project Conditions	Significant Impact	Existing with Office Building Alternative		Change from Office Building Alternative Conditions	Significant Impact
	ADT	dBA CNEL ¹			ADT	dBA CNEL		
Redlands Avenue								
I-215 NB Ramps to I-215 SB Ramps	18,860	64.1	0.0	No	20,416	64.4	0.4	No
I-215 SB Ramps to 4 th Street	19,510	65.1	0.0	No	21,016	65.4	0.4	No
4 th Street to Ellis Avenue	6,680	62.5	0.2	No	7,996	63.3	0.9	No
Case Road								
Ellis Avenue to Murrieta Road	7,980	67.1	1.6	No	9,376	66.5	1.1	No
Murieta Road to Mapes Road	6,390	66.5	1.9	No	7,786	65.9	1.3	No
Ellis Avenue								
Case Road to Redlands Avenue	3,860	62.1	3.3	Yes	5,156	60.9	2.1	No
Redlands Avenue to West Project Driveway	2,320	64.5	4.1	No ¹	3,046	63.1	2.8	No
Bonnie Drive/State Route 47								
Mapes Road to I-215 SB Ramps	6,110	64.0	2.3	No	7,506	63.1	1.4	No
I-215 SB Ramps to I-215 NB Ramps	16,990	68.0	0.7	No	18,626	67.8	0.5	No
Source: Based on data from the Transportation Analysis (Kimley-Horn, 2023). Refer to Appendix K for traffic noise modeling assumptions and results.								
Notes: 1. Traffic noise levels remain below the normally acceptable noise compatibility threshold for industrial uses.								

While the Office Buildings Alternative would generate more passenger car traffic, cumulative off-site traffic noise impacts are anticipated to be less than significant for this alternative due to the reduction in truck trips. See *Table 6-2: Cumulative Plus Project and Cumulative Plus Office Buildings Alternative Traffic Noise Levels Comparison*, below for a comparison of the cumulative plus proposed project traffic noise levels compared to the cumulative plus Office Buildings Alternative traffic noise levels. The Office Buildings Alternative does not create a cumulatively significant impact because the combined and incremental effects don't both exceed their respective thresholds. The combined effects threshold is a 3.0 dBA increase, and the incremental effects threshold is a 1.0 dBA increase. Therefore, the Office Buildings Alternative would not have a cumulatively significant impact. This Alternative would result in a less adverse impact to cumulative noise compared to the proposed project.

Table 6-2: Cumulative Plus Project and Cumulative Plus Office Buildings Alternative Traffic Noise Levels Comparison

Roadway Segment	Cumulative With Project (dBA CNEL ¹)	Combined Effects	Incremental Effects	Cumulatively Significant Impact	Cumulative with Office Buildings Alternative (dBA CNEL)	Combined Effects	Incremental Effects	Cumulatively Significant Impact
		dBA Difference: Existing and Cumulative With Project	dBA Difference: Cumulative Without and With Project			dBA Difference: Existing and Cumulative With Office Buildings Alternative	dBA Difference: Cumulative Without and With Office Buildings Alternative	
Redlands Avenue								
I-215 NB Ramps to I-215 SB Ramps	66.3	2.2	0.0	No	66.5	2.4	0.2	No
I-215 SB Ramps to 4 th Street	66.2	1.1	0.0	No	66.5	1.4	0.3	No
4 th Street to Ellis Avenue	64.5	2.2	0.1	No	65.0	2.7	0.6	No
Case Road								
Ellis Avenue to Murrieta Road	68.5	3.0	1.0	Yes	68.2	2.7	0.7	No
Murieta Road to Mapes Road	68.6	4.0	1.0	Yes	68.3	3.7	0.7	No
Ellis Avenue								
Case Road to Redlands Avenue	64.3	5.5	1.6	Yes	63.6	4.9	0.9	No
Redlands Avenue to West Project Driveway	68.1	7.7	1.3	Yes	67.7	7.3	0.9	No
Bonnie Drive/State Route 47								
Mapes Road to I-215 SB Ramps	66.0	4.3	1.3	Yes	65.5	3.8	0.7	No
I-215 SB Ramps to I-215 NB Ramps	68.8	1.5	0.7	No	68.6	1.3	0.4	No
Source: Based on data from the Transportation Analysis (Kimley-Horn, 2023). Refer to Appendix K for traffic noise modeling assumptions and results.								

Public Services

Under the Office Buildings Alternative, the number of people working at the office buildings would be greater compared to the proposed project. Therefore, the required public services needed for the Office Buildings Alternative would be greater compared to the proposed project. Compared to the proposed project, the number of employees would result in an increase in demands for public services considering an increased number of people would need increased fire and police services. Similar to the proposed project, this alternative would be required to pay the Development Impact Fee established by the City of Perris Municipal Code to mitigate additional demands on public services from new development. Overall, potential impacts on public services from the Office Buildings Alternative would be less than significant, similar to the proposed project.

Transportation

The Office Buildings Alternative would take access off of Ellis Avenue similar to the proposed project. Because the Office Buildings Alternative would be primarily passenger cars, it is anticipated that the proposed driveways could be constructed in alignment with the driveways for the development located across Ellis Avenue, similar to the proposed project. The Office Buildings Alternative is located adjacent to a City-designated truck route to provide freeway access to industrial development in the area via Ellis Avenue and Case Road. As shown in *Table 6-3: Office Buildings Alternative Trip Generation* below, the Office Buildings Alternative would increase the amount of vehicle traffic (1,886 daily trips) on these roadways compared to the proposed project (1,100 daily trips). The Office Building Alternative would add an additional 786 daily trips.

Similar to the proposed project, the project site is located within the Western Riverside Council of Governments traffic analysis zone 3826, which is considered a low vehicle miles traveled (VMT) area and would have a less than significant impact on VMT. However, with the addition of approximately 786 additional daily trips, the overall amount of VMT traveled from trips generated by the project would be increased.

Table 6-3: Office Buildings Alternative Trip Generation

TRIP GENERATION RATES				
ITE Land Use		Code	Unit	Daily
General Office Building		710	KSF	10,840
OFFICE BUILDINGS ALTERNATIVE TRIP GENERATION				
Project Land Use		Quantity	Unit	Daily
General Office Building		174	KSF	1,886
Passenger Vehicles	97.00%			1,830
Trucks	3.00%			57
Source: Institute of Transportation Engineers (ITE) <u>Trip Generation Manual</u> , 11th Edition KSF = Thousand Square Feet ¹ Passenger Vehicle and Truck splits were taken from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition Supplement ² Truck mix percentages were calculated based on a ratio between the ITE truck splits				

Tribal Cultural Resources

The Office Buildings Alternative would involve the same construction area as the proposed project. Based on the records search results, field survey, and NAHC Sacred Lands File, the project site has a low sensitivity for prehistoric/Native American cultural resources. Similar to the proposed project, the Office Buildings Alternative could impact previously unknown and buried cultural resources or human remains. Mitigation measure CUL-1 would protect unanticipated cultural resources if they were found during site development and mitigation measure CUL-2 would ensure any human remains encountered were properly treated, thus impacts would be less than significant. Therefore, potential impacts associated with the Office Buildings Alternative would be similar to those of the proposed project.

Utilities and Service Systems

Similar to the proposed project, the Office Buildings Alternative would require connection to existing utilities located in Ellis Avenue. The Office Buildings Alternative proposes substantially more office space than the proposed project which would result in more people coming to the project site during the work week. As such, the office buildings would have more restrooms, break rooms in the buildings and more irrigation demands for landscaped areas outside the buildings compared to the proposed project. As such, the required water supply and wastewater generation rates would be greater compared to the proposed project. It is anticipated that stormwater, and electric power/natural gas/telecommunications needs are assumed to be similar or incrementally higher compared to the proposed project since the area to be developed would be the same under each alternative. Similar to the proposed project, the utilities and service systems required for the Office Buildings Alternative would be within the growth projections anticipated by the General Plan, and therefore within the projected demands of the Eastern Municipal Water District and Perris Valley Regional Water Reclamation Facilities. Overall, impacts on utilities and services systems would be less than significant, which is similar to the impacts associated with the proposed project.

Office Buildings Alternative Conclusion

The Office Buildings Alternative would generate 328 fewer daily truck trips than the proposed project which would result in reduced project-level and cumulative off-site traffic noise impacts compared to the proposed project. However, this alternative would result in an additional 786 average daily trips which would be an overall 71.5% increase in average daily vehicle trips compared to the proposed project. Therefore, this alternative would result in increased and significant unavoidable air quality and GHG emissions compared to the proposed project. The additional 786 average daily trips would generate additional VMT. An office use would be a higher intensity use with regard to the number of people working at the project site. Therefore, this alternative would result in an increased demand for public services in addition to increased demand for water supply and sewer service.

Relationship to Project Objectives

Under Alternative 1 it is assumed no development would take place within the project site limits. No ground-disturbing activities would take place, nor would any form of structure be erected. Under Alternative 2, two warehouse buildings would be constructed on the site, totaling approximately the same

square footage of the proposed project. Alternative 3 would construct multiple professional office buildings on the project site totaling 600,000 square feet. *Table 6-4: Comparison to Project Objectives*, identifies the project objectives and whether or not Alternative 1, No Project Alternative, Alternative 2, Two Building Alternative, and Alternative 3, Office Buildings Alternative meet each objective.

Table 6-4: Comparison to Project Objectives

Project Objective	Alternative 1 Meets Objectives?	Alternative 2 Meets Objectives?	Alternative 3 Meets Objectives?
Objective 1: Develop a warehouse use in proximity to the near Interstate-215 transportation corridor, existing rail facilities, and linked truck routes.	No. The No Project Alternative would not develop a warehouse use and therefore, would not provide connections to nearby transportation corridors or truck routes.	Yes. The Two Building Alternative would develop a warehouse use along Ellis Avenue in proximity to Interstate-215 transportation corridor, and linked truck routes, but would not facilitate the use of existing rail facilities.	No. The Office Buildings Alternative would not develop a warehouse use and would not facilitate the use of existing rail facilities
Objective 2: Develop a single pad warehouse to be competitive within the industrial warehouse marketplace in the vicinity.	No. The No Project Alternative would not develop a single pad warehouse and therefore, would not be competitive on the marketplace.	No. The Two Building Alternative would develop two smaller warehouses on-site which would not be competitive in the industrial warehouse marketplace.	No. The Office Buildings Alternative would not develop a single pad warehouse and therefore, would not be competitive on the marketplace.
Objective 3: Develop a warehouse use compatible with adjacent and planned uses.	No. The No Project Alternative would result in a vacant project site that would be underutilized and not compatible with adjacent and planned uses.	Yes. The Two Building Alternative would develop two warehouse buildings on-site which would be compatible with adjacent and planned uses.	No. The Office Buildings Alternative would develop office buildings on-site and not warehouse uses. This would not be compatible with the warehouse use across Ellis Avenue.
Objective 4: Provide new land uses consistent with the designed flexibility of the City’s General Plan and Zoning Code.	No. The No Project Alternative would not result in development and would not provide new land uses as prescribed by the General Plan and Zoning Code.	Yes. The Two Building Alternative would develop two warehouse buildings on-site which would be compatible with the existing General Plan designation and Zoning.	Yes. The Office Buildings Alternative would develop corporate offices on-site which would be a compatible use with the existing General Plan designation and Zoning.

<p>Objective 5: Increase employment and create a revenue generating use consistent with market opportunities.</p>	<p>No. The No Project Alternative would not result in development and would not increase construction or operational jobs, or generate revenue in the market.</p>	<p>Yes. The two Building Alternative would create temporary construction jobs and generate operational jobs.</p>	<p>Yes. The Office Buildings Alternative would develop a use that would generate construction and permanent jobs.</p>
<p>Objective 6: Provide utility infrastructure and landscaping improvements to the site to enhance aesthetics and ensure adequate services are available.</p>	<p>No. The No Project Alternative would not result in development and the project site would remain vacant. No landscape or utility infrastructure improvements would occur.</p>	<p>Yes. The Two Building Alternative would construct and connect to existing Utilities in Ellis Avenue and development would include landscape enhancements to the site to ensure it would be aesthetically pleasing.</p>	<p>Yes. The Office Buildings Alternative would construct and connect to existing Utilities in Ellis Avenue and development would include landscape enhancements to the site to ensure it would be aesthetically pleasing.</p>
<p>Objective 7: Develop a project that will not conflict with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and the Perris Valley Airport Land Use Compatibility Plan.</p>	<p>No. The No Project Alternative would not develop a project that is consistent with surrounding airport land use compatibility plans.</p>	<p>Yes. The Two Building Alternative would not conflict with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and the Perris Valley Airport Land Use Compatibility Plan.</p>	<p>Yes. The Office Buildings Alternative would not conflict with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and the Perris Valley Airport Land Use Compatibility Plan.</p>
<p>Objective 8: Facilitate movement of goods for the benefit of the local and regional economy.</p>	<p>No. The No Project Alternative would not result in development and would not have the potential to facilitate the movement of goods to benefit the local and regional economy.</p>	<p>Yes. The Two Building Alternative would facilitate the movement of goods and benefit the local and regional economy.</p>	<p>No. The Office Buildings Alternative would not include any warehouse or logistics that would facilitate the movement of goods that have the potential to benefit the local and regional economy.</p>

6.7 Comparison of Alternatives

In accordance with State CEQA Guidelines Section 15126.6(d), each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less, similar, or greater than the corresponding impacts of the project. Furthermore, each alternative is evaluated to determine whether the project objectives identified in Chapter 3, *Project Description*, of this EIR would be mostly attained by the alternative. The project’s impacts that form the basis of comparison in the alternatives analysis are those impacts which represent a conservative assessment of project impacts. The evaluation of each of the alternatives follows the process described below.

- a) The net environmental impacts of the alternative after implementation of reasonable mitigation measures are determined for each environmental issue area analyzed in this EIR.
- b) Post-mitigation significant and less than significant environmental impacts of the alternative and the project are compared for each environmental issue area as follows:
 - Less: Where the impact of the alternative after feasible mitigation would be clearly less adverse than the impact of the project, the comparative impact is said to be “less.”
 - Greater: Where the impact of the alternative after feasible mitigation would be clearly more adverse than the impact of the project, the comparative impact is said to be “greater.”
 - Similar: Where the impacts of the alternative after feasible mitigation and the project would be roughly equivalent, the comparative impact is said to be “similar.”
- c) The comparative analysis of the impacts is followed by a general discussion of whether the underlying purpose for the project, as well as the project’s basic objectives would be substantially attained by the alternative.

Table 6-5: Comparison of Alternatives, provides a summary and side-by-side comparison of the proposed project with the impacts of each of the alternatives analyzed. Please note that in *Table 6-5*, the references to “less, similar, or greater,” refer to the impact of the alternative compared to the proposed project, and the impacts “no impact (NI), less than significant (LTS), or significant and unavoidable (SU),” in the parentheses refer to the significant impact of the specific alternative.

Table 6-5: Comparison of Alternatives

Environmental Resource	Proposed Project	Alternative 1 No Project Alternative	Alternative 2 Two Building Alternative	Alternative 3 Office Buildings Alternative
Aesthetics	Less than Significant with Mitigation	No Impact	Similar (LTS)	Similar (LTS)
Air Quality	Less than Significant with Mitigation	No Impact	Similar (LTS)	Greater (SU)
Biological Resources	Less than Significant with Mitigation	No Impact	Similar (LTS)	Similar (LTS)
Cultural Resources	Less than Significant with Mitigation	No Impact	Similar (LTS)	Similar (LTS)
Energy	Less than Significant	No Impact	Similar (LTS)	Similar (LTS)
Geology and Soils	Less than Significant with Mitigation	No Impact	Similar (LTS)	Similar (LTS)
Greenhouse Gas Emissions	Less than Significant	No Impact	Similar (LTS)	Greater (SU)
Hazards and Hazardous Materials	Less than Significant	No Impact	Greater (LTS)	Similar (LTS)
Hydrology and Water Quality	Less than Significant	No Impact	Similar (LTS)	Similar (LTS)
Land Use and Planning	Less than Significant	No Impact	Similar (LTS)	Similar (LTS)

Environmental Resource	Proposed Project	Alternative 1 No Project Alternative	Alternative 2 Two Building Alternative	Alternative 3 Office Buildings Alternative
Noise	Significant and Unavoidable (Off-Site Traffic Noise) Project-level and cumulative	No Impact	Similar (SU)	Less (LTS)
Public Services	Less than Significant	No Impact	Similar (LTS)	Greater (LTS)
Transportation and Traffic	Less than Significant	No Impact	Greater (LTS)	Greater (LTS)
Tribal Cultural Resources	Less than Significant with Mitigation	No Impact	Similar (LTS)	Similar (LTS)
Utilities and Service Systems	Less than Significant	No Impact	Similar (LTS)	Greater (LTS)
Meet Project Objectives?	All	None	Some	Some
Reduce Significant and Unavoidable Impacts?	SU	No Significant and Unavoidable Impacts	No	No

6.8 Environmentally Superior Alternative

State CEQA Guidelines Section 15126.6(e)(2) requires the identification of the environmentally superior alternative. The No Project Alternative is the environmentally superior alternative. Under this alternative, the project site would stay in its existing condition and no development would occur. The No Project Alternative would reduce or avoid environmental impacts to the project site. The State CEQA Guidelines also require the identification of another environmentally superior alternative if the No Project Alternative is the environmentally superior alternative. After the No Project Alternative, the Two Building Alternative would be the environmentally superior alternative because although it would not reduce project-level significant unavoidable traffic noise impacts, it would not increase air quality and GHG emissions to significant and unavoidable levels.

7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

7.1 Introduction

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines states that “an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.” The Initial Study/Notice of Preparation (NOP) for this EIR, included in **Appendix A**, was circulated from April 7, 2023 to May 8, 2023 to inform the public of the proposed project. Additionally, a Draft EIR scoping meeting was held with the City of Perris Planning Commission on Wednesday, May 3, 2023 to give an overview of the proposed project and address initial comments from the public. The IS/NOP identified environmental issues for which it was determined the project would result in no impact or less than significant impacts. This included the following topical issues: Agriculture and Forestry Resources, Mineral Resources, Population and Housing, Recreation, and Wildfire. This section briefly describes effects found to have no impact or a less than significant impact based on the analysis conducted during the Draft Environmental Impact Report (EIR) preparation process and found in the Initial Study.

7.2 Agriculture and Forestry Services

Impact 7.2-1 *Would the Project 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?*

Level of Significance: No Impact

The initial study found that the project site consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances. The project site is subject to on-going weed abatement and disking activities and is not used for agricultural production. While the project site is classified as Farmland of Local Importance by the California Department of Conservation’s California Important Farmland Finder (CDOC), there are no agricultural operations on site. The subject property may have been used for cultivation of hay or grain products in the 1930s through the 1950s, but there does not appear to have been any agricultural activities from the 1960s to the present (**Appendix A**).

Per Public Resources Code Section 21060.1, Farmland is defined as prime farmland, farmland of statewide importance, or unique farmland, as defined by the United States Department of Agriculture land inventory and monitoring criteria, as modified for California. Farmland of Local Importance is determined by each county's board of supervisors and a local advisory committee and is not considered within the definition of “agricultural land.” As a result, the loss of Farmland of Local Importance would not be subject to this threshold. Accordingly, since the project site does not contain any land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), and the initial study found that there would be no impact.

Impact 7.2-2 *Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

Level of Significance: No Impact

The Williamson Act is applicable to agricultural lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. The initial study found that the project is designated as Farmland of Local Importance and is not eligible for a Williamson Act Contract. In addition, the proposed project site is zoned LI. Therefore, since the project would not affect any existing zoning for agricultural use or a Williamson Act Contract, no impact would occur.

Impact 7.2-3 *Would the Project 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))?*

Level of Significance: No Impact

The initial study found the current land is disturbed and vacant and does not contain any trees that would be useable as timber or defined as timberland. As mentioned above, the proposed project is zoned LI. There are no existing or proposed zoning of forest land, timber land, or Timberland Production Zones within the City and therefore, no timber production occurs within the City boundaries. As a result, there would be no impact on forest land, timberland, or timberland production.

Impact 7.2-4 *Would the Project result in the loss of forest land or conversion of forest land to non-forest use?*

Level of Significance: No Impact

The initial study found there is no land use designation or zoning of forest land or timber production in the City. In addition, the project site does not contain any trees or area that would be usable or feasible for timber production or as forest land. Therefore, implementation of the proposed project would not result in the loss of forest land nor the conversion of forest land to non-forest uses and there would be no impact.

7.3 Biological Resources

Impact 7.3-1 *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?*

Level of Significance: No Impact

The project site primarily consists of vacant, undeveloped land that has been subject to weed abatement and disking activities. The project site does not support any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils. The biological resources assessment conducted for the project site revealed there are no jurisdictional drainage and/or wetland features or blue-line streams.

The routine weed abatement and disking activities have eliminated the natural plant communities that were once present on and surrounding the project site resulting in the site being dominated by non-native grasses. There are no native plant communities or natural communities of special concern on or adjacent to the project site. The project site was evaluated for its potential to contain three California Department of Fish and Wildlife (CDFW) sensitive habitats including Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, and Southern Sycamore Alder Riparian Woodland. All three habitats were absent.

Based on the information contained in the biological resources assessment, development of the project site would not result in impacts to Army Corps of Engineers (USACE), California Regional Water Quality Control Board (RWQCB), or CDFW jurisdictional waters. There also are no sensitive habitats, native plant communities, riparian or wetland areas that would be disturbed or impacted. Therefore, the initial study found that the project would have no impact to any riparian habitat.

Impact 7.3-2 ***Would the project 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?***

Level of Significance: No Impact

The project site is in the desert region of Riverside County. It does not contain any federally protected wetlands, marshes or vernal pools, or other protected waterways, as defined by Section 404 of the Clean Water Act. Accordingly, implementation of the proposed project would not result in impacts related to wetlands. The biological resources assessment noted that no jurisdictional drainage and/or wetland features were observed on the project site. Further, no blue-line streams have been recorded on the project site. As such, development of the project would not result in impacts to USACE, RWQCB, or CDFW jurisdiction and regulatory approvals from these agencies would not be required. Accordingly, the initial study for the project would have no impact to state or federally protected wetlands.

Impact 7.3-3 ***Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

Level of Significance: No Impact

The project site does not contain any trees and consists of vacant and undeveloped land that has been subject to past agricultural activities and recent weed abatement and disking activities. The project site does not contain any trees and therefore the initial study found no impacts would occur in this regard.

7.4 Geology and Soils

Impact 7.4-1 *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?*

Level of Significance: No Impact

The proposed project includes the construction an approximately 665,355 square foot “high-cube” warehouse that would connected to the existing sanitary sewer system to have wastewater disposed of at the Perris Valley Regional Water Treatment Facility approximately 0.5 mile southeast of the project site. The project does not include septic systems or other alternative wastewater disposal systems. Therefore, the initial study found that impacts would not occur.

7.5 Hazards and Hazardous Materials

Impact 7.5-1 *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Level of Significance: No Impact

The closest school to the project site is Perris Lake High School, located approximately one mile west of the project site. The next closest school is the Pinacate Middle School located approximately 1.25 miles southwest of the project site. As discussed above, some hazardous substances and materials would be stored and used on the project site during construction and operation. These substances include fuels needed to operate construction equipment and vehicles, motor oil, cleaning solvents, paints, etc. However, use of these materials would be limited to the project site, are not considered acutely hazardous, and use associated with construction and operation of the project site do not have the potential to impact any schools. Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and the initial study found that further discussion in an EIR is not required.

Impact 7.5-2 *Would the project 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?*

Level of Significance: No Impact

The project site is not identified in any of the California hazardous materials lists: including the California Environmental Protection Agency’s (CalEPA) Cortese List (DTSC, 2022), and is not shown on the California Department of Toxic Substances and Control (DTSC) EnviroStor database of hazardous substances release sites (DTSC, 2022); or the California Waterboards (Waterboards) Geotracker website as having experienced a spill of materials. The project site is not listed as having any other recognized environmental condition such as an underground storage tank, a leaking underground storage tank, wells, or facility that

handles or disposes of materials, and it not identified as a site that otherwise uses, stores, or disposes of acutely hazardous materials (Waterboards, 2022). This is consistent with information provided by the CalEPA, which indicates there are no active Cease and Desist Orders or Clean Up and Abatement Orders for hazardous materials/facilities on the project site. Similarly, based on the Cortese list provided by DTSC, there are no other such sites in the vicinity of the project site or that would have an effect on the project, or on workers or visitors at the project site. Therefore, the initial study found the project would have no impact in this regard.

Impact 7.5-3 *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

Level of Significance: Less than Significant

The project site is currently vacant and consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances including routine disking for vegetation and weed control. The on-site vegetation is low growing and predominately consists of non-native grasses with areas of bare soil. The project site is identified as a Local Responsibility Area (LRA) as shown on the Calfire Fire Hazard Severity Zone Mapping system (CALFIRE, 2023). The project site is identified as being in a non-Very High Fire Hazard Severity Zones (non-VHFHSZ).

In addition, according to the Perris GP Safety Element, the nearest fire hazard severity zone is located approximately 3 miles to the southwest (City of Perris, 2021). Neither the project site nor the surrounding properties contain or support thick vegetation such as dense forests of other communities that are associated with or susceptible to wildfire. Thus, the potential for construction and operation of the proposed project to result in increased risk of wildfires in the project area is less than significant and the initial study found that further evaluation in an EIR is not required.

7.6 Land Use Planning

Impact 7.6-1 *Would the project physically divide an established community?*

Level of Significance: No Impact

The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which impairs mobility of residents within an existing community or between a community and an outlying area(s). The proposed project would be developed on previously disturbed, vacant land that has a Perris GP land use designation and zoning of Light Industrial.

The project site is adjacent to the west of the existing Action Star Games Paintball Park and to the west of an approximate 4.5-acre vacant lot. Adjacent to the lot to the west in an industrial facility, Global Plastics Recycling. To the south is the BNSF/Metrolink railway with the Perris South Metrolink Station located approximately 0.5 mile southeast. Adjacent to the railway on the south is Case Road, and beyond that is 68.2 acre of undeveloped land with GVSP land use designation of industrial. Also to the south is

undeveloped land that is part of the Perris Valley Airport. The nearest GVSP land use designation of residential is approximately 0.25 mile to the southwest on the opposite side of the San Jacinto River (City of Perris, 1990).

To the north of the project site across East Ellis Avenue is an area that was originally part of the New Perris Specific Plan (Areas 1-8 of the plan). The land use designations for these areas consisted of multi-family residential, hotel, town center, but were predominantly planned for office and regional commercial. These planning areas, however, were removed from the plan area in 2010 (City of Perris, 2010).

The physical development associated with the proposed project would involve constructing a new warehouse use on vacant land. The project would not be located between or interrupt the interaction or movement of people within an established residential area. Residential areas in the vicinity are already divided by the existing roadways, San Jacinto River, and the existing BNSF/Metrolink railway. The proposed project would include roadway improvements to a portion of the Case Road alignment, which could increase east-west access in the vicinity and facilitate future connectivity between residential uses should they develop in the vicinity. As a result, the initial study found that no impacts would occur.

7.7 Mineral Resources

Impact 7.7-1 *Would the Project 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?*

Level of Significance: Less than Significant

The Perris GP EIR notes that lands within City are designated as one of four mineral resource zones. This includes: No mineral resources (MRZ 1), Significant resource area (quality and quantity known) (MRZ 2), Significant resource area (quality and quantity unknown) (MRZ 3), and No information (applies primarily to high-value ores) (MRZ 4) (Perris GP EIR, p.VI-28.). The Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption (P-C) Region, San Bernardino and Riverside County, California shows the project site is not in an MRZ and is in an Urban Area. In addition, the project site is located adjacent to two existing uses and the BNSF/Metrolink railway and Case Road to the south. The project site also is in an area that is urbanizing with new commercial and residential uses. This further makes use of the site, even if mineral resources were located, for extraction purposes infeasible. As a result, the initial study found that impacts would be less than significant.

Impact 7.7-2 *Would the Project 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?*

Level of Significance: No Impact

The Perris GP EIR states that no sites have been designated as locally-important mineral resource recovery sites on any local plan. Accordingly, there is no impact to availability of a locally-important mineral resource recovery site and the initial study found that further evaluation in the EIR is not required.

7.8 Population and Housing

Impact 7.8-1 *Would the Project 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)?*

Level of Significance: Less than Significant

A project's effect on inducement of population growth typically includes residential projects that can directly result in new residents but can also include indirect effects from projects that would induce substantial growth or concentration of a population beyond local projections, or that could alter the location, distribution, density, or growth rate of the population beyond that projected in the Perris GP Housing Element. If these effects would result in a substantial increase in demand for additional housing or create a development that significantly reduces the ability of the City to meet housing objectives set forth in the Housing Element a significant impact could result.

Construction of the project would require workers to build the new facility and surrounding parking lots, and other project elements. Operation of the warehouse also would require permanent workers to perform daily duties. The workforces for both construction and operation are anticipated to be limited and workers are anticipated to come from the local population and other nearby cities in the region. The City of Perris has a total population of approximately 77,708 people, and the City of Menifee, approximately two miles to the south, has a population of 92,968. In addition, the City of Moreno Valley approximately 6.5 miles to the northwest has a population of approximately 208,751 people. This would provide a substantial population from which to draw an adequate workforce for the project such that it is unlikely a substantial number of people would relocate to Perris necessitating the construction of new housing.

Lastly, the project consists of a new warehouse in an area of the City with a Perris GP land use designation and zoning designation of Light Industrial (LI). The project does not have a residential component and would not result in direct population growth. Lastly, the project would make minor improvements to the adjacent Ellis Road to accommodate vehicles movement and ingress and egress to the project site. None of these improvements would facilitate or induce new housing in adjacent areas. Therefore, impacts associated with growth inducement would be less than significant and the initial study found additional discussion in an EIR is not required.

Impact 7.8-2 *Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

Level of Significance: No Impact

The project site currently contains vacant, disturbed land with no structures or residences on it. The construction of this proposed project would not displace any existing housing or residential within the site or surrounding area. The project consists of a new warehouse in an area of the City with a Perris GP land

use designation and zoning of Light Industrial (LI). Thus, the project would not displace any existing units of residents and the initial study found further discussion in an EIR is not required.

7.9 Public Services

Impact 7.9-1 *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:*

iii. Schools?

Level of Significance: No Impact

The proposed project is located within the boundaries of the Perris Union High School District and the Perris Elementary School District. It is expected that most of the workers would live in the region and would commute to the project site from where their children are already enrolled in school. As discussed in population and housing above, there is anticipated to be an adequate number of workers from the city and nearby cities and towns within the region to fulfil the demand for workers such that employees would not relocate to the area resulting in a substantial increase in school aged children. Therefore, substantial temporary and permanent increases in population that would adversely affect local school populations result in the need for new or expanded school facilities are not expected. Finally, the project applicant will have to pay Developer School Fees authorized pursuant to Government Code section 65995 and Education Code 17620. As a result, the project's impacts on school will be less than significant and the initial study found that further discussion in an EIR is not required.

Impact 7.9-2 *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:*

iv. Parks?

Level of Significance: No Impact

Similar to the discussion for Schools above, it is anticipated that most of the workers, both during construction and for operation of the warehouse facility would live in the region and would commute to the project site from within the city or the nearby cities of Menifee and Moreno Valley. It is anticipated that these workers would use the park facilities within their respective communities instead of the project inducing travel to the City of Perris for use of City managed parks. Thus, implementation of the project would not result in a substantial additional demand for park city managed park facilities such that new or expanded parks would be needed. As a result, the project's impacts on parks would be less than significant and the initial study found further discussion in an EIR is not required.

Impact 7.9-3 *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:*

v. Other public facilities?

Level of Significance: No Impact

Similar to the discussion for schools and parks above, it is anticipated that most of the workers, both during construction and for operation of the warehouse facility would live in the region and would commute to the project site from within the city or the nearby cities of Menifee and Moreno Valley. It is anticipated that these workers would use the public facilities such as libraries and city halls, etc. within their respective communities instead of the project inducing travel to the City of Perris for such needs. Thus, implementation of the project would not result in a substantial additional demand for other public services or other city managed services such that new or expanded facilities would be needed. As a result, the project's impacts on other public facilities will be less than significant and the initial study found that further discussion in an EIR is not required.

7.10 Recreation

Impact 7.10-1 *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?*

AND/OR

Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Level of Significance: Less than Significant Impact

The proposed project would result in the construction and operation of a warehouse in an area that has a Perris GP land use designation and zoning of Light Industrial. The project would include a bocce court for the recreational use of employees of the warehouse. The warehouse would not directly increase the number of residential units and would not induce a substantial number of new residents in the surrounding area indirectly by creating jobs. It is anticipated that most of the workers, both during construction and for operation of the warehouse facility would live in the region and would commute to the project site from within the city or the nearby cities of Menifee and Moreno Valley. It is anticipated that these workers would use the recreational facilities within their respective communities instead of the project inducing travel to the City of Perris for use of recreational areas within the city. Thus, the proposed project would not directly or indirectly increase population such that it would cause a substantial increase of use in existing neighborhood and regional parks or other recreational facilities resulting in substantial physical deterioration of the facility or by creating a demand for new facilities that could have an impact

on the environment. Therefore, impacts associated with recreational facilities would be less than significant and the IS/NOP determined additional discussion in an EIR is not required.

7.11 Wildfire

Impact 7.11-1 *If located in or near SRA or lands classified as Very High FHSZ, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?*

AND/OR

Impact 7.11-2 *If located in or near SRA or lands classified as Very High FHSZ, would the Project, due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

AND/OR

Impact 7.11-3 *If located in or near SRA or lands classified as Very High FHSZ, would the Project 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?*

AND/OR

Impact 7.11-4 *If located in or near SRA or lands classified as Very High FHSZ, would the Project 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?*

AND/OR

Impact 7.11-5 *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?*

AND/OR

Impact 7.11-6 *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?*

Level of Significance: No Impact

The project site is not located within or near a Moderate, High, or Very High Fire Hazard Severity Zone (FHSZ) within the State Responsibility Area (SRA) and no impacts related to wildfires hazard within a FHSZ would occur. Further, the project would not impair an adopted emergency response plan or emergency

evacuation plan or expose people or property to significant wildfire risks. Therefore, the proposed project would not result in incremental effects to wildfires that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. As a result, no cumulative impacts related to wildfires would occur.

7.12 References

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8.0 EIR CONSULTATION AND PREPARATION

8.1 EIR Consultation

Lead Agency

City of Perris
Panning Division
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Perris, CA 92570

Kenneth Phung, Director of Development Services
Patricia Brenes, Planning Manager
Alfredo Garcia, Associate Planner

8.2 List of Preparers

Kimley-Horn & Associates, Inc.

EIR Preparation

Alex Jewell, AICP, Project Manager
Addie Sedoff, Environmental Planning Analyst
Prathna Maharaj, AICP, Environmental Planning Analyst
Gracielle Garin, Environmental Planning Analyst
Noemi Wyss, Technical Manager
Sophia LaHerran, Planning Analyst
Tanay Pradhan, Planning Analyst

Glare Analysis

Patrick Butler, Civil Engineer

Traffic Study

Trevor Briggs, P.E.
Pouya Sadeghi, EIR

ELMT Consulting

Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis

Biological Resources Assessment

Thomas J. McGill, Ph.D., Managing Director
Travis J. McGill, Director

ASM Affiliates

Cultural Resources Study

Sherri Andrews, Senior Archaeologist

NorCal Engineering, Soils and Geotechnical Consultants

Geotechnical Engineering Investigation

Keith D. Tucker, Project Engineer

Scott D. Spensiero, Project Manager

Haley & Aldrich, Inc.

Phase I Environmental Site Assessment

Unknown Deposited Soil Sampling and Analysis Report

Mathew T. Raithel, Senior Technical Specialist

Anita Broughton, CIH, Principal Consultant

SDH & Associates, Inc.

Preliminary Drainage Study

Nobu Murakami, P.E.