Draft Environmental Impact Report

Ethanac Logistics Center
SCH No. 2023090525

Prepared for the Lead Agency
Perris
101 N. "D" Street
Perris, CA 92570

February 2024



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ALBERT A. WEBB ASSOCIATES

Draft Environmental Impact Report

Ethanac Logistics Center

(Case No.'s PLN22-05326, PLN22-05327, PLN22-05328, DPR 22-00030)

SCH No. 2023090525

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List of Acronyms

AB	Assembly Bill
AB-52	Assembly Bill 52
AB-939	California Integrated Waste Management Act
AB-1881	Water Conservation in Landscaping Act
ACBCI	Agua Caliente Band of Cahuilla Indians
ACC	Advance Clean Cars
ADT	Average Daily Traffic
AFY	Acre Feet Per Year
AICUZ	Air Installation Compatible Use Zones
ALUC	Airport Land Use Commission
AMSL	Above Mean Sea Level
AOZ	Airport Overlay Zone
APN	Assessor's Parcel Number
APZ	Accident Potential Zones
AQIA	Air Quality Impact Analysis
AQIP	Air Quality Investment Program
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ASHRAE	American Society of Heating, Refrigeration, and Air Conditioning Engineers
ATCM	Airborne Toxic Control Measure
AV	Autonomous Vehicle
AVR	Average Vehicle Ridership
BACT	Best Available Control Technology
bhp	brake horsepower
BLM	Bureau of Land Management
BMP	Best Management Practices
BST	Backbone Transmission System
Btu	British thermal units
BUOW	Burrowing Owl
C_2Cl_4	perchloroethylene
C_2F_6	hexafluoroethane
C_2H_2O	acetaldehyde
C_4H_6	1,3-butadiene
C_6H_6	benzene
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CASGEM	California Statewide Groundwater Elevation Monitoring

List of Acronyms

CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFA	California Department of Food and Agriculture
CDFG	California Department of Fish and Gam
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CF_4	Perfluoromethane
CFCs	Chlorofluorocarbons
CGP	General Construction Activity Storm Water Permit
CH_2O	formaldehyde
CH_4	Methane
CHRIS	California Historical Resource Information System
City	City of Perris
CMA	Congestion Management Agency
CMP	Congestion Management Program
CNRA	California Natural Resources Agency
CNRA 2009	2009 California Climate Adaptation Strategy
CO	Carbon Monoxide
COP	Conference of the Parties
CO_2	Carbon Dioxide
CO_2e	CO_2-equivalents
COG	Council of Governments
CPEP	Clean Power and Electrification Pathway
CPUC	California Public Utilities Commission
CRR	California Code of Regulations
CRHR	California Register of Historical Resources
CRPR	California Rae Plant Rank
Cr(VI)	hexavalent chromium
CTA	Core Transport Agents
CTP	Long Beach Clean Truck Program
CTR	Commute Trip Reduction
CZ	Change of Zone
CZs	Clear Zones
Bcf	Billion Cubic Feet
DIF	Development Impact Fees
DMV	Department of Motor Vehicles
DOE	U.S. Department of Energy
DMA	District Metered Area
DPM	Diesel Particulate Matter
DPR	Development Plan Review
DTSC	Department of Toxic Substances Control
DRRP	Diesel Risk Reduction Plan
DWR	California Department of Water Resources
ECRP	Employee Commute Reduction Program

List of Acronyms

EG	Electric Generation
EIC	Eastern Information Center
EIR	Environmental Impact Report
EMFAC2021	EMissions FACtor model 2021
EMWD	Eastern Municipal Water District
EOR	Enhanced Oil Recovery
EPA	Environmental Protection Agency
EPCA	Federal Energy Policy and Conservation Act
EV	Electric Vehicles
°F	Fahrenheit
FAR	Firm Access Rights
FEMA	Federal Emergency Management Agency
FERC	Federal Energy Regulatory Commission
FIRMs	Flood Insurance Rate Maps
FMMP	Farmland Mapping and Monitoring Program
GCC	Global Climate Change
Gg	Gigagram
GHG	Greenhouse Gas
GLO	General Land Office
GMZ	Groundwater Management Zone
GP 2030	Perris Comprehensive General Plan 2030
GP 2030 EIR	Perris Comprehensive General Plan EIR
GPA	General Plan Amendment
GPD	Gallons per day
GSA	Groundwater Sustainability Agencies
GSP	Groundwater Sustainability Plan
GT&S	Gas Transmission and Storage
GWh	gigawatt-Hours
GWP	Global Warming Potential
HAVC	Heating, Ventilation and Air Conditioning
HCOC	Hydrologic Condition of Concern
HCP	Habitat Conservation Plan
HFCs	Hydrofluorocarbons
HFC-23	Fluoroform
HFC-134a	1,1,1,2-tetrafluoroethane
HFC-152a	1,1-difluoroethane
HHD	Heavy-heavy duty trucks
HP	Horsepower
hp-hr-gal	Horsepower hour per galolon
HRA	Health Risk Assessment
HVAC	Heating, Ventilation, and Air Conditioning
HVLP	High Velocity-Low Pressure
I	Interstate
I-215	Interstate 215
IEPR	Integrative Energy Policy Report
IGP	General Industrial Activities Storm Water Permit

List of Acronyms

in	inches
IPCC	Intergovernmental Panel on Climate Change
ISO	Independent Service Operator
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation System
kWh	Kilowatt-Hour
LCD	Liquid Crystal Display
LCFS	Low Carbon Fuel Standards
LED	Light-Emitting Diode
LEED	Leadership in Energy and Environmental Design
LHMP	Local Hazard Mitigation Plan
LEV III	Low-Emission Vehicle Program
LI	Light Industrial
LOS	Level of Service
LRTS	Long Range Transportation Study
MARB	March Air Reserve Base
MARB/IPA	March Air Reserve Base/Inland Port Airport
MARB/IPA LUCP	March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
MDP	Master Drainage Plan
MEP	Maximum Extent Practicable
MHD	Medium-heavy duty trucks
MLD	Most Likely Descendent
MMcf/d	Million cubic feet per day
$MMTCO_2e/yr$	Million metric tons of CO_2e per year
MPOs	Metropolitan Planning Organization
MRZ-3	Mineral Resource Zone Three
MS4	Municipal Separate Storm Sewer System
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
MWD	Metropolitan Water District of Southern California
MWELO	Model Water Efficient Landscape Ordinance
MY	Model Years
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NAGPRA	Native American Graves Protection and Repatriation Act
NEPA	National Environmental Policy Act
NF_3	Nitrogen Trifluoride
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NHS	National Highway System
NHTSA	National Highway Traffic and Safety Administration
NIOSH	National Institute for Occupational Safety and Health
NPDES	National Pollutant Discharge Elimination System
N_2O	Nitrous Oxide
NO_2	Nitrogen Dioxide

List of Acronyms

NOx	Oxides of Nitrogen
NOP	Notice of Preparation
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NZE	Near-zero Emissions Vehicle
OAL	Office of Administrative Law
O_3	Ozone
OBD-II	On-Board Diagnostic
OD	Origin/Destination
ODC	Ozone Depleting Compounds
OEHHA	Office of Environmental Health and Hazard Assessment
OPR	Office of Planning and Research
PAH	Polycyclic Aromatic Hydrocarbons
Perris GP 2030	City of Perris Comprehensive Geneal Plan 2030
Perris GNG	Good Neighbor Guidelines
PESD	Perris Elementary School District
PG&E	Pacific Gas & Electric
PFC	Perfluorocarbons
POLA	Ports of Los Angeles
POLB	Pots of Long Beach
PM	Atmospheric Particulate Matter
PM-2.5	Particulate Matter less than 2.5 microns in diameter
PM-10	Particulate Matter less than 10 microns in diameter
ppb	parts per billion
ppm	parts per million
ppt	parts per trillion
PRC	Public Resources Code
PUHSD	Perris Union High School District
PVRWRF	Perris Valley Regional Water Reclamation Facility
QSD	Qualified Stormwater Pollution Prevention Plan Developer
QSP	Qualified SWPPP Practitioner
RCFC&WCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCTC	Riverside County Transportation Commission
RFG-2	Reformulated Gasoline Regulation
ROGs	Reactive Organic Gases
ROW	Right of Way
RPS	Renewable Portfolio Standard
RSHA	Regional System of Highways and Arterials
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RTP/SCS	Regional Transportation Plan / Sustainable Communities Strategy
RV	Recreational Vehicle
RWQCB	Regional Water Quality Control Board
San Onofre	San Onofre Nuclear Generating Station
SAFE	Safer Affordable Fuel-Efficient

List of Acronyms

SAFE Vehicles Rule	Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks
SB	Senate Bill
SB 100	Senate Bill 100
SB 1016	Solid Waste Disposal Measurement Act of 2008
SB 1078	Senate Bill 1078
SB 1368	Senate Bill 1368
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SCG	Southern California Gas Company
SDAB	San Diego Air Basin
SDG&E	San Diego Gas & Electric
SED	Socioeconomic data
SEER	Seasonal Energy Efficiency Ratio
SF	Square Feet
SF_6	Sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act of 2014
SHPO	State Historic Preservation Office
SIC	Standard Industrial Classification
SJGB	San Jacinto Groundwater Basin
SKR	Stephens' Kangaroo Rat
SLF	Sacred Lands File
SO_2	Sulfur Dioxide
SR	State Route
SR-74	State Route 74
SRA	Source Receptor Area
SRA	State Responsibility Area
SRRE	Source Reduction and Recycling Element
SWPPP	Storm Water Pollution Prevention Plan
TA	Traffic Analysis
TAC	Toxic Air Contaminant
TAZ	Transportation Analysis Zone
TDM	Transportation Demand Management
TDS	Total Dissolved Solids
TEA-21	Transportation Equity Act for the 21st Century
TMDL	Total Maximum Daily Load
TPM	Tentative Parcel Map
TRUs	Transport Refrigeration Unit
TUMF	Transportation Uniform Mitigation Fee (Western Riverside County)
US	United States
UN	United Nations
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation

List of Acronyms

US EIA	United State Energy Information Administration
USEPA	United States Environmental Protection Agency
UNFCCC	United Nations's Framework Convention on Climate Change
UWMP	Urban Water Management Plan
UWMP Act	Urban Water Management Planning Act
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WAIRE	Warehouse Actions and Investments to Reduce Emissions Program
WM	Waste Management
WQCP	Water Quality Control Plant
WQMP	Water Quality Management Plan
WPCO	Warehouse Points Compliance Obligation
WRCOG	Western Riverside County Council of Governments
ZEV	Zero-emission vehicle

1.0 Executive Summary

1.1 Introduction

This Project Description is being prepared to analyze the potential environmental effects of the construction and implementation of the proposed Ethanac Logistics Center project including all onsite and offsite improvements, and associated discretionary actions, including but not limited to a General Plan Amendment, Change of Zone, Tentative Parcel Map and Development Plan review by the City of Perris (City), all of which are herein collectively referred to as the "proposed Project." The project description serves as the basis for the analysis of the potential environmental effects associated with construction and operation of the proposed Project.

1.2 Project Location

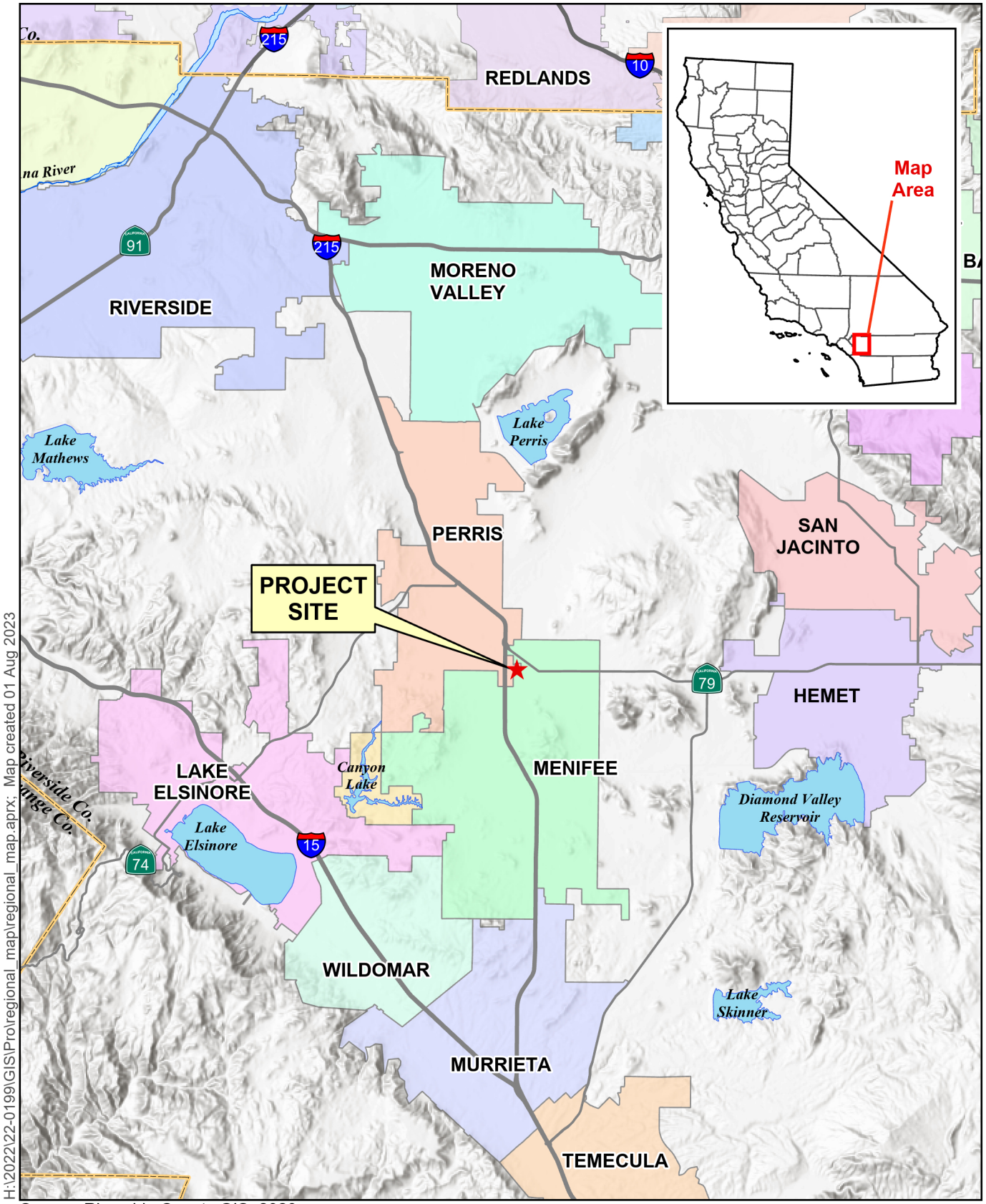
The proposed development area is comprised of both on and offsite areas totaling approximately 32 gross acres. The Project site includes approximately 20 gross acres located at the northeast corner of Trumble Road and Ethanac Road, in the City of Perris (City), Riverside County as reflected in **Figure 1.0-1, Regional Map** and **Figure 1.0-2, Aerial Site Boundary Map**. The proposed Project site consists of Assessor's Parcel Numbers (APNs) 329-240-016 through -020 and -023 through -027. The proposed development area also includes an additional approximately 12 gross acres of offsite improvement areas located within the rights-of-way of Sherman Road, Trumble Road, Ethanac Road, and Illinois Avenue, also identified in **Figure 1.0-2**. The Project site is located within Section 10, Township 5 South, Range 3 West, of the San Bernardino Baseline and Meridian as reflected in **Figure 1.0-3, USGS Topographic Map**.

The City of Perris is divided into ten planning areas. The Project site is located within the southeast portion of the City; specifically Planning Area 9. The Project site's southern and eastern borders lie adjacent to the City of Menifee. Project roadway improvements along these frontages may slightly encroach into the City of Menifee. Additionally, drainage improvements are necessary just north of the site to connect to existing facilities. These improvements may also encroach into the City of Menifee.

1.3 Existing Setting

The Project area is relatively flat, sloping in a southeasterly direction with elevations ranging from 1,427 to 1,433 feet above mean sea level. The Project site is unimproved, vacant, and generally flat; dominated by fallow field. Historically, the site has been used for agricultural purposes. Views of the Project site in its existing condition are provided in **Figure 1.0-4, Project Site Photographs 1-3** and **Figure 1.0-5, Project Site Photographs 4-5**.

The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mead Valley Area Plan. The Project site is not located within an MSHCP Criteria Cell, Cell Group, or Linkage Area. The Project site contains disturbed vegetation that receives frequent weed abatement (i.e., chain flail mowing, disking).



Source: Riverside County GIS, 2020.

Figure 1.0-1 Regional Map

Ethanac Logistics Center

0 2 4 6 Miles

ALBERT A. WEBB ASSOCIATES



H:\2022\22-0199\GIS\Pro\aerial_map\aerial_map.aprx; Map created 27 Sep 2023

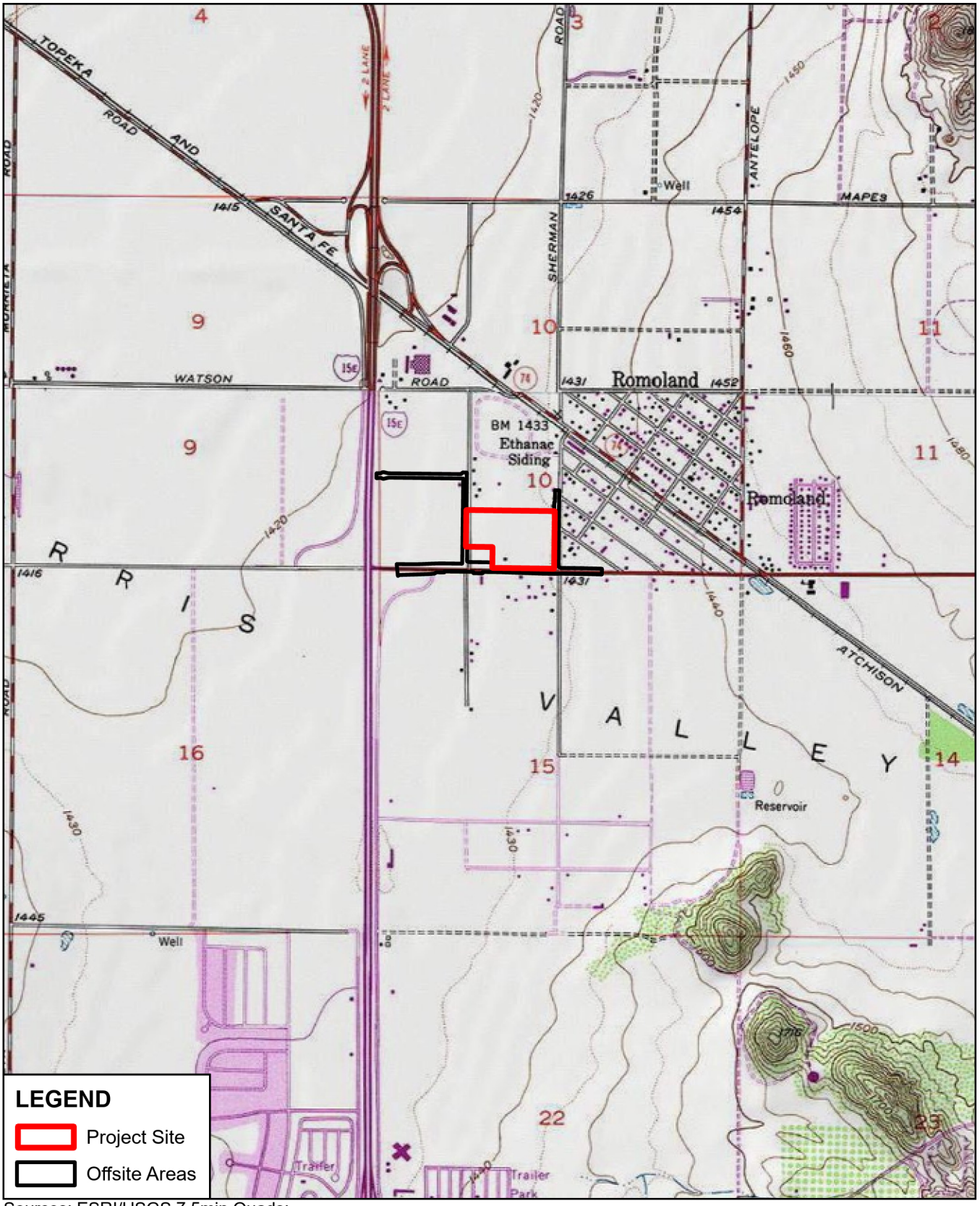
Sources: Nearmap, 2023; Riverside Co, 2023.

0 250 500 750 Feet

Figure 1.0-2 Aerial Site Boundary Map

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



H:\2022\22-0199\GIS\Pro\usgs_topo\topo_map.aprx; Map created 03 Aug 2023

Sources: ESRI/USGS 7.5min Quads: ROMOLAND

0 1,000 2,000 3,000 Feet

Figure 1.0-3 USGS Topographic Map

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



Source: ECorp (site images), 2021; Nearmap, 2023.

Figure 1.0-4 Project Site Photographs 1-3

Ethanac Logistics Center

0 300 600 900 Feet

ALBERT A. WEBB ASSOCIATES



H:\2022\22-0199\GIS\Pro\project_site_photos\project_site_photos.aprx Map created 03 Aug 2023

Source: ECorp (site images), 2021; Nearmap, 2023.

Figure 1.0-5 Project Site Photographs 4-5

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES

1.3.1 Existing General Plan Land Use and Zoning Designations

The Project site has a General Plan land use designation of Community Commercial and a Zoning designation of Commercial Community as reflected in **Figure 1.0-6, Existing General Plan Land Use Designation** and **Figure 1.0-7, Existing Zoning Designation**.

1.3.2 Surrounding Land Uses

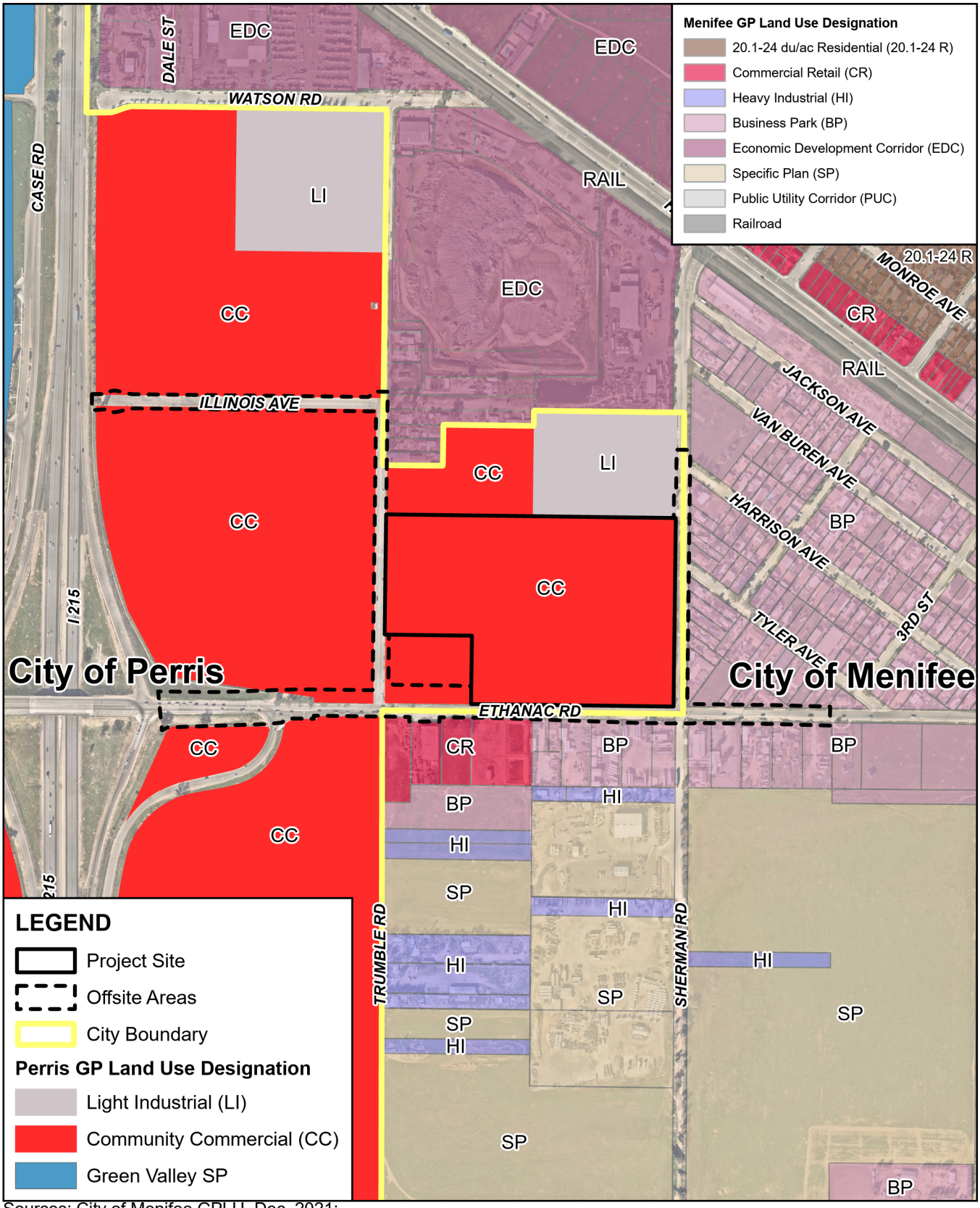
The area to the east and south of the Project site is located within the City of Menifee. The area surrounding the Project site is dominated by vacant land, as well as existing industrial and residential uses as shown in **Figure 1.0-2** above, and as described in **Table 1.0-A, Surrounding Land Uses**, below.

Table 1.0-A, Surrounding Land Uses

Location	Existing Land Usage	Proposed Land Use	General Plan Land Use Designation	Zoning Designation
Project Site	Unimproved and Vacant	-	Community Commercial	Commercial Community
North	Industrial uses and vacant land	-	Commercial Retail (CR); Light Industrial (LI)	Commercial Retail (CR); Light Industrial (LI)
East	City of Menifee Legal non-conforming residential uses	-	Business Park (BP)	Business Park (BP)
South	City of Menifee Legal non-conforming residential and industrial uses	Proposed Business Park, Warehouse, Gas Station, and Retail Use.	Commercial Retail (CR); Business Park (BP)	Commercial Retail (CR); Business Park (BP)
West	Vacant land	Proposed for development of a travel center project (CUP 22-05002	Community Commercial	Community Commercial

1.3.3 Airport Land Use

The Project site is located approximately 2.2 miles to the southwest of the Perris Valley Airport and is located outside of the Perris Valley Airport Influence Area. However, the Project site is located within the March Air Reserve Base/Inland Port Airport Comprehensive Land Use Plan (MARB/IPA ALUCP) Compatibility Zone D (Flight Corridor Buffer) as reflected in **Figure 1.0-8, March Air Reserve Base/Inland Port Airport Land Use Compatibility Zones**. The risk level within Zone D is low and the risk concern is primarily with uses for which the potential consequences are severe (e.g., very high intensity activities in a confined area. The noise impact in Zone D is moderate to low with the concern being with respect to individual loud flight events rather than with cumulative noise contours. The only prohibited uses within Zone D are those that could create hazards to flight such as tall objects and visual and electronic forms of interference with the safety of aircraft operations.



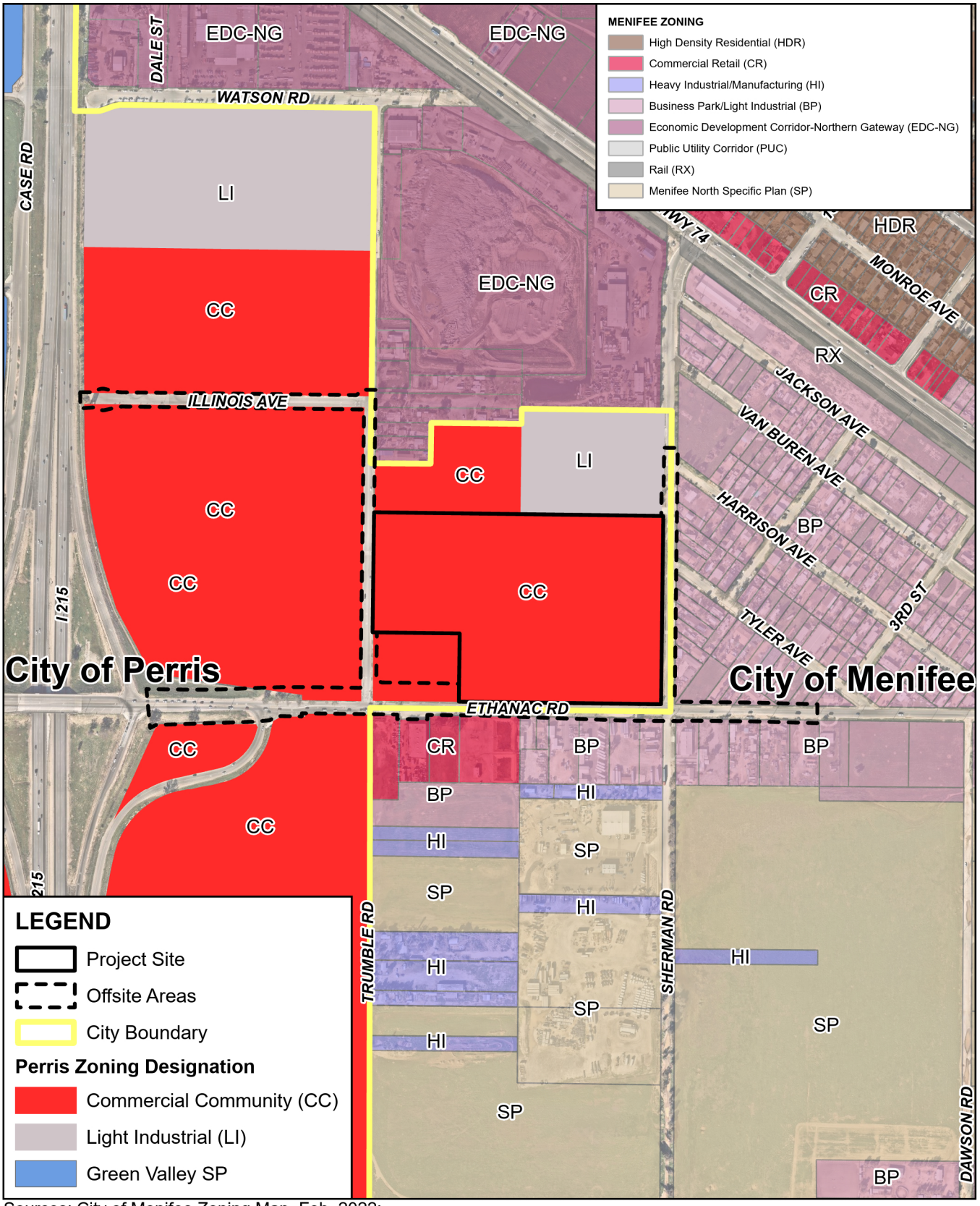
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Sources: City of Menifee GPLU, Dec. 2021; City of Perris General Plan Land Use, 2018; Nearmap, 2023; Riverside County, 2020.

Figure 1.0-6 Existing General Plan Land Use Designation

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



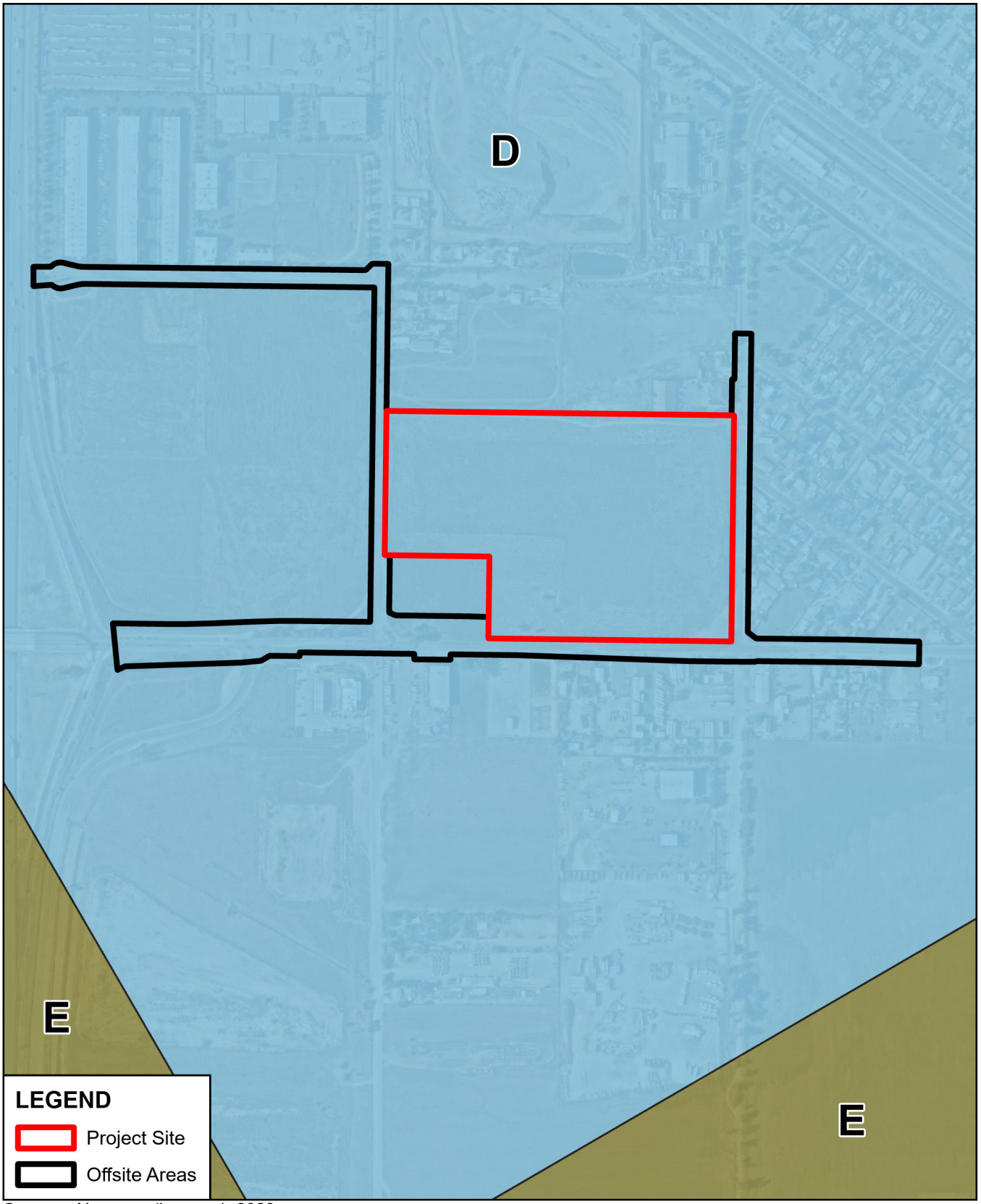
H:\2022\22-0199\GIS\Pro\zoning\zoning_with_menifee.aprx; Map created 03 Aug 2023

Sources: City of Menifee Zoning Map, Feb. 2022; City of Perris Zoning Designations, 2018; Nearmap, 2023; Riverside County, 2020.

Figure 1.0-7 Existing Zoning Designation

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



H:\2022\22-0199\GIS\Pro\marb\marb.aprx; Map created 05 Dec 2023

Sources: Nearmap (imagery), 2023;
March Air Reserve Base Compatibility Zones, 2022.

0 250 500 750 Feet

Figure 1.0-8 March Air Reserve Base/ Inland Port Airport Land Use Compatibility Zones

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES

1.3.4 Vehicular Circulation and Site Access

Regional access to the Project site is provided via Interstate 215 (I-215) located approximately one quarter mile west of the Project site and State Route 74 (SR-74) east of the site. Existing roadways surrounding the Project site include Trumble Road, Sherman Road, and Ethanac Road. The City of Perris General Plan Circulation Element describes the roadway designations and current conditions as described below.

- Trumble Road is a north-south, two-lane undivided roadway designated for 78 feet of right-of-way and is classified by the General Plan as a Major Collector. Trumble Road is currently a paved two-lane roadway with no sidewalks or curbs and gutters and has not been improved to its ultimate buildout condition.
- Sherman Road is a north-south, two-lane roadway designated for 60 feet of right-of-way and is classified by the General Plan as a Local roadway. Sherman Road is currently a paved two-lane roadway with no sidewalks or curbs and gutters and has not been improved to its ultimate buildout condition.
- Ethanac Road is an east-west, two-lane undivided roadway designated for 184 feet of right-of-way and is classified by the General Plan as an Expressway. Ethanac Road is currently a paved two-lane roadway and does not contain sidewalks, curbs and gutters, or traffic light signals. It has not been improved to its ultimate buildout condition. Ethanac Road is also a designated truck route that provides direct access to I-215.
- Illinois Avenue is an east-west two-lane roadway with striped center lane, curb and gutter and streetlights on both sides of the roadway, and sidewalk with landscaped area on the northern side of the roadway and a portion of the southern side of the roadway. Illinois Avenue is not classified as a General Plan roadway.

The Project would include improvements to roadways along Project frontage as well as an offsite area along Trumble Road (north of the Project site to Illinois Avenue), and potential offsite improvements to the intersection of Trumble Road and Ethanac Road. The Project site is adjacent to the City of Menifee. The centerlines of Sherman Road and Ethanac Road delineates the boundaries between the City of Perris and City of Menifee, with the City of Menifee limits located east of the centerline of Sherman Road and south of the general plan centerline of Ethanac Road. The centerline of Trumble Road, north of the Project site delineates the boundaries between the City of Perris and City of Menifee; with Perris limits located west of the centerline and Menifee limits located east of the centerline. The City of Menifee General Plan Circulation Element describes these roadways as follows:

- Trumble Road is a north-south roadway designated for 74 feet of right-of-way and classified by the General Plan as a Collector.
- Sherman Road is a north-south roadway designated for 118 feet of right-of-way classified by the General Plan as a Major divided roadway.
- Ethanac Road is an east-west roadway designated for 184 feet to 220 feet of right-of-way and is classified by the General Plan as an Expressway.

1.3.5 Public Transit

The City of Perris is currently served by the Riverside Transit Agency (RTA). However, the Project site is not currently served by any designated RTA route. Metrolink provides heavy-rail, regional transit service

to the counties of Los Angeles, San Bernardino, Orange, Ventura, San Diego, and Riverside. The closest Metrolink stations are the Perris South and Perris Downtown stations; approximately 1.5 miles and 3 miles northwest of the site, respectively.

1.4 Project Objectives

Per State CEQA Guidelines Section 15124 (b), an EIR needs to include a statement of the objectives of a project which helps the City develop a reasonable range of alternatives. The Objectives need to outline the general purpose of the Project. The purpose of the proposed Project is to construct and operate a high-cube, warehouse building. The Project Objectives are identified by the Project applicant as follows:

- Develop and operate a logistics center that takes advantage of existing City infrastructure.
- Develop and operate a logistics center that is in close proximity to I-215, to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.
- Positively contribute to the economy of the City through new capital investment, creation of new employment opportunities, and include opportunities for highly trained workers.
- Provide local employment for residents of the City to improve jobs-housing balance within the City.

1.5 Project Description

1.5.1 Proposed Project

The Ethanac Logistics Center (proposed Project) includes all on and offsite improvements and involves the merging of ten parcels at the Project site to create one approximately 20-gross-acre parcel for the construction and operation of a 412,348-square-foot light industrial warehouse building along with infrastructure, appurtenances, associated parking areas, and associated offsite areas supporting improvements. The building is proposed to accommodate high-cube warehouse distribution uses, anticipating that 50,000 square feet could be utilized for cold-refrigerated storage and 15,000 square feet for supporting office uses. The building would include some solar panels on the rooftop to provide, 100 percent of the required power for the office area of the building, which exceeds current building code requirements (e.g., Title 24) and meets the City's adopted Good Neighbor Guidelines (See Section 3.9 for further details). The Building would also include 32 dock doors on the east side, and 29 dock doors on the west side. The proposed Project would be constructed as a speculative or "spec" building; that is, there is not a specific tenant identified at this time. It is anticipated that the building could operate 24 hours a day, seven days a week. The warehouse is not anticipated to include e-commerce.

The Project includes a General Plan Amendment, Change of Zone, Tentative Parcel Map, and Development Plan review as reflected in **Figures 1.0-9** through **1.0-12.** As shown on **Figure 1.0-13, Conceptual Building Elevations**, the design of the building is modern industrial and includes concrete tilt-up wall construction with board-formed cement veneer and standard window glazing. The proposed building height would be 48-feet, not exceeding City's maximum standard of 50 feet. Additionally, the building would have a 40-foot clear meaning there would be 40 feet of clearance from the top of slab to the top of the roof structure. Consistent with the Perris Municipal Code, Chapter 19.44 Industrial Zones, the proposed site plan includes outdoor employee amenities. Two outdoor patio areas are proposed:

one patio area adjacent to the southwestern office and another patio area near the southeastern office area. Future tenants would provide indoor employee amenity areas.

Project Site Access

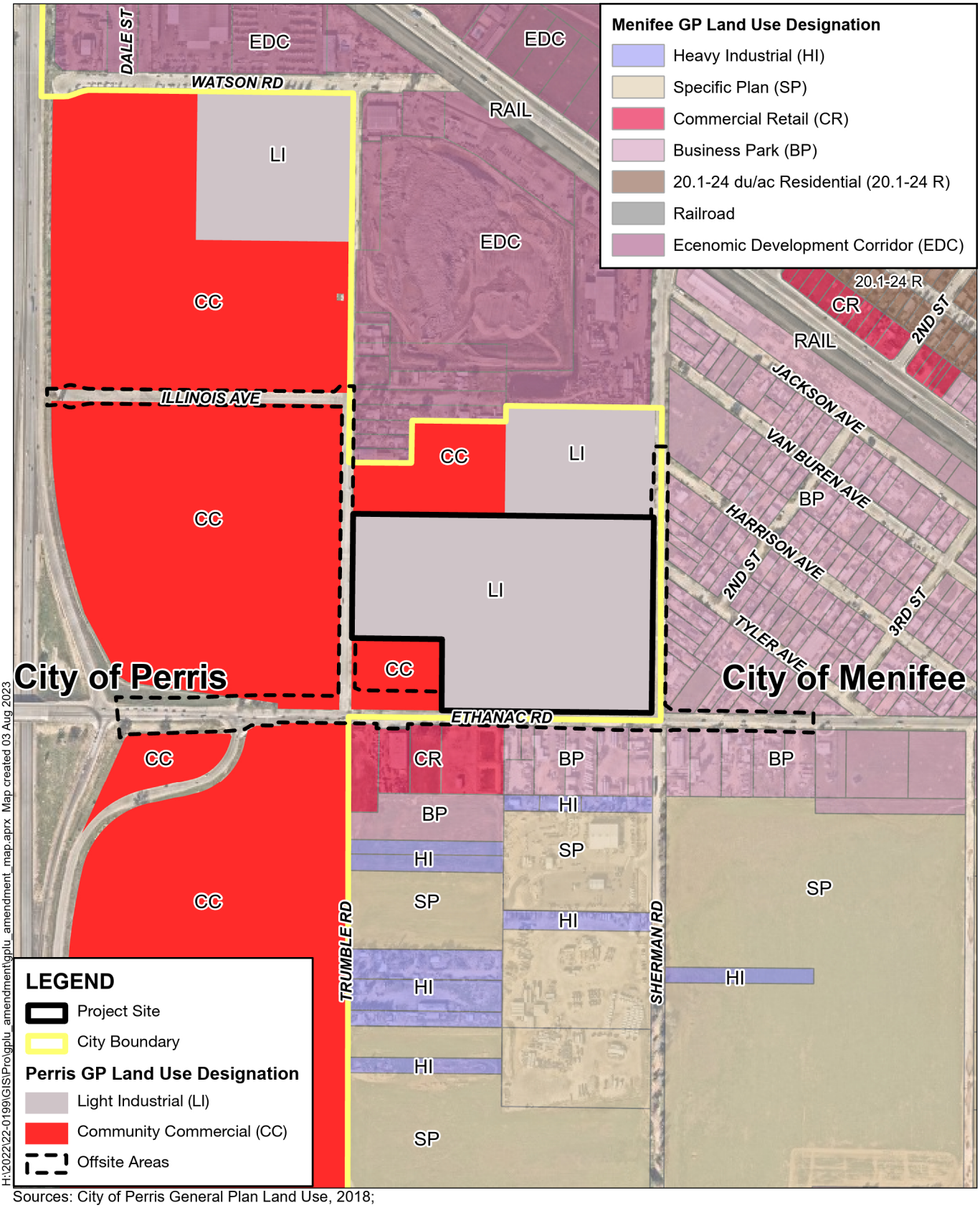
Primary access to the Project site would be provided from Trumble Road to the west and Ethanac Road to the south. The Project site's passenger vehicle entrance would be separate from the truck entrance. Automobile vehicles would access the Project site via two driveways along Ethanac Road. Trucks would access the site via two separate driveways along Trumble Road. Emergency access would also be available from Trumble Road. No access would be provided from Sherman Road.

Parking

The automobile parking area would be physically separated from the trucks' path of travel by the building and an 8 foot-high manually operated metal gate containing view obscuring mesh and a Knox-pad for emergency vehicle access. The Project would provide a total of 106 automobile parking stalls, consisting of 76 standard stalls, 5 American Disabilities Act-compliant (ADA) stalls, and include a total of 27 Electric Vehicle (EV) capable stalls (6 EV stalls would be installed at the time of Project opening and 21 EV Capable stalls would be available to accommodate future demand). Automobile parking would be provided in the south and southeast corner of the building near the office areas. The Project would also include 144 trailer parking stalls. Bike racks would also be provided at the Project site for employee use, per City standards.

Pedestrian Circulation

Pedestrian path of travel would be provided between passenger vehicle parking areas and the office areas away from the trucks' path of travel. The Project would also provide curbs and sidewalks to facilitate pedestrian access even though the site is not adjacent to any existing or planned area-wide open space, trails, parks, or other community amenities. Sidewalks would be installed along Ethanac Road, Trumble Road, and Sherman Road along the Project site's frontage. A Class II Bike lane would be provided along the northern side of Ethanac Road along the Project's frontage.



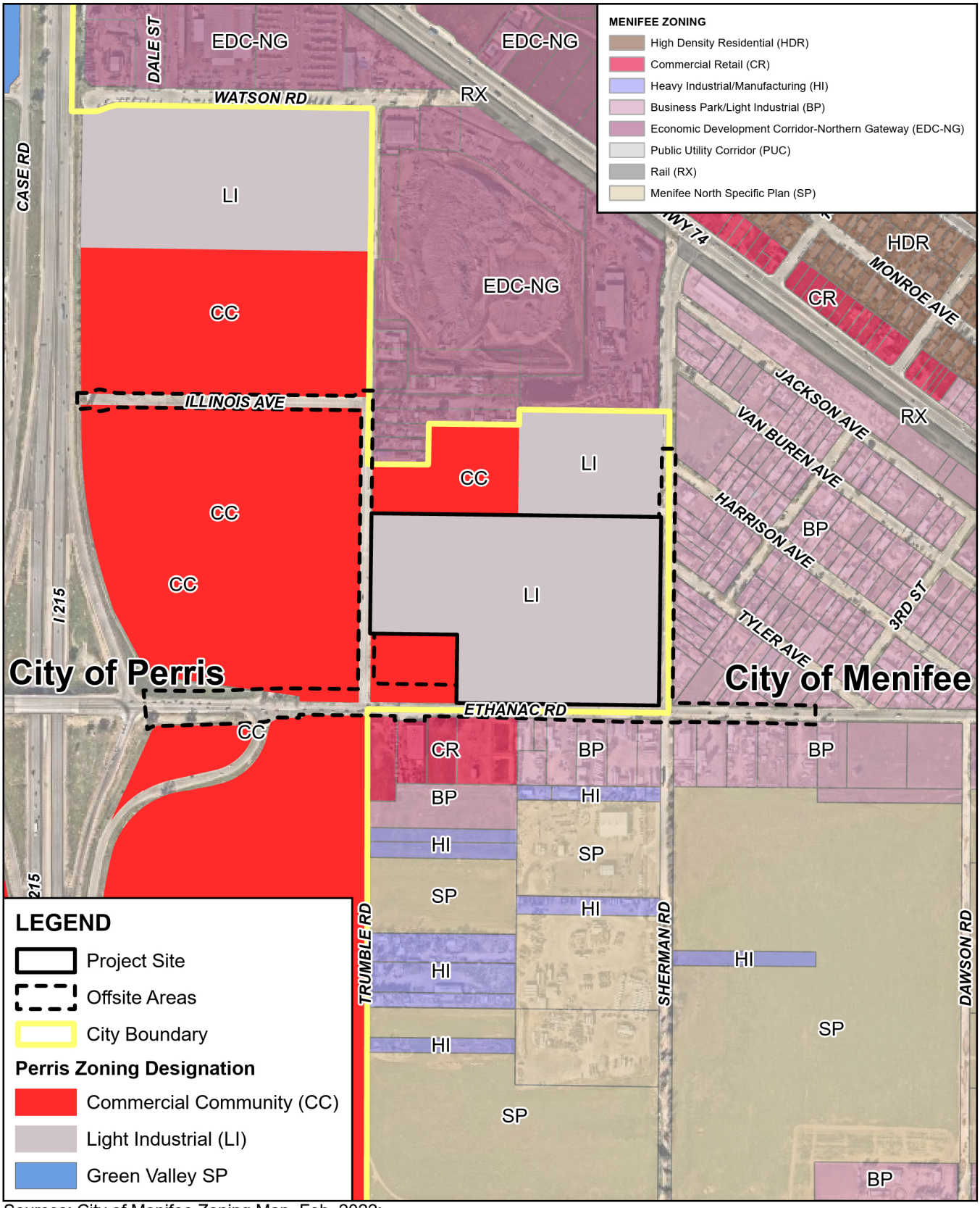
Sources: City of Perris General Plan Land Use, 2018; City of Menifee GPLU, Dec. 2021; Riverside County, 2020.

0 250 500 750 Feet

Figure 1.0-9 Proposed General Plan Amendment

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



H:\2022\22-0199\GIS\Pro\zoning\zoning_with_menifee.aprx; Map created 03 Aug 2023

Sources: City of Menifee Zoning Map, Feb. 2022; City of Perris Zoning Designations, 2018; Nearmap, 2023; Riverside County, 2020.

Figure 1.0-10 Proposed Change of Zone

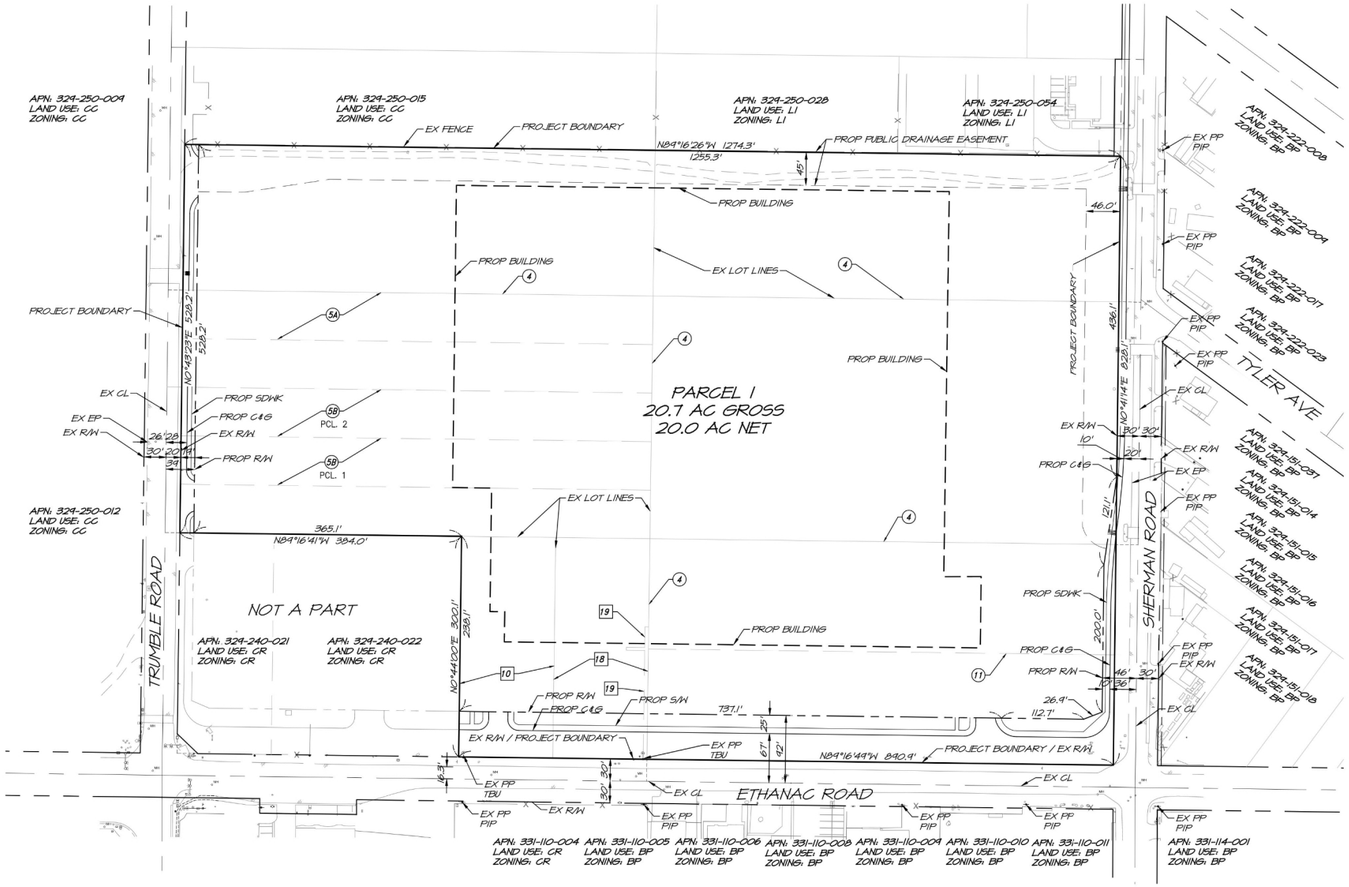
Ethanac Logistics Center

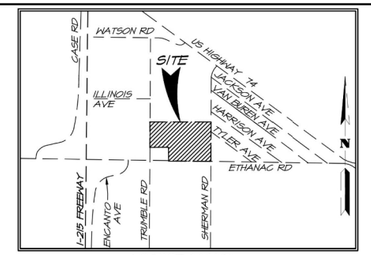
ALBERT A. WEBB ASSOCIATES

IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TENTATIVE PARCEL MAP NO. 38600

LOCATED IN SECTION 11, T. 4S., R. 4W., S.B.M.





VICINITY MAP
NTS

LEGEND

EXISTING CENTER LINE	
EXISTING EASEMENT	
EXISTING EDGE OF PAVEMENT	
EXISTING FENCE	
EXISTING LOT LINE	
PROJECT BOUNDARY	
PROP/EX RIGHT OF WAY	
PROPOSED BUILDING OUTLINE	
PROPOSED CENTER LINE	
PROPOSED CURB	

ABBREVIATIONS

CL	CENTER LINE
C&G	CURB AND GUTTER
EP	EDGE OF PAVEMENT
EX	EXISTING
PP	POWER POLE
PROP	PROPOSED
PIP	PROTECT IN PLACE
R/W	RIGHT-OF-WAY
S/W	SIDEWALK
TBR	TO BE REMOVED
TBU	TO BE UNDERGROUNDED

GENERAL INFORMATION

1. ALL PARCELS WITHIN PROJECT BOUNDARY TO BE COMBINED VIA PARCEL MAP
2. THOMAS BROS. MAP BOOK PAGE: 838, GRID: C1 AND D1
3. PROJECT IS NOT WITHIN A SPECIFIC PLAN.
4. PROJECT LIES WITHIN THE CITY OF PERRIS REDEVELOPMENT PROJECT AREA.
5. PROJECT LIES WITHIN CFD NO. 1.
6. EASEMENTS OF RECORD ARE PLOTTED HEREIN.
7. PROJECT IS WITHIN EASTERN MUNICIPAL WATER DISTRICT
8. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
9. ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
10. LAND IS NOT WITHIN A SPECIAL STUDIES ZONE.
11. LAND HAS LOW POTENTIAL FOR LIQUEFACTION PER SOCAL GEO REPORT DATED 02/23/2022.
12. STRUCTURES AND/OR DWELLINGS DO NOT EXIST ON SITE.
13. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS AS REQUIRED BY NPDES SUPPLEMENT "A".
14. FLOOD ZONE X, AREA OF LOW FLOODING PER FEMA PANEL 06065C2060H.
15. PROJECT LIES WITHIN AIRPORT LAND USE COMPATIBILITY ZONE D
16. ARCHITECTURAL SITE PLAN PROVIDED BY HPA ARCHITECTURE ON 04/12/23

EASEMENT NOTES

SEE SHEET 2

LEGAL DESCRIPTION

SEE SHEET 2

SHEET INDEX

SHEET 1: TENTATIVE PARCEL MAP
SHEET 2: SECTIONS AND LEGAL

OWNER/APPLICANT

HILLWOOD
401 VIA PIEMONTE STE. 175
ONTARIO CA, 91764
CONTACT: JOHN GRACE
EMAIL: JOHN.GRACE@HILLWOOD.COM
PHONE: (909) 256-5424

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RIVERSIDE, CA 92506
CONTACT: RICHARD BELMUDEZ
PHONE: (951) 686-1070
FAX: (951) 788-1256

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SOUTHERN CALIFORNIA GEOTECHNICAL
22885 E. SAVI RANCH PARKWAY STE. E
YORBA LINDA, CA 92887
CONTACT: ROBERT TRAZO
PHONE: (714) 685-1115
FAX: (714) 685-1118

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FAX: (951) 788-1256

TOPOGRAPHY SOURCE

TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS, INC. ON 02/15/2022

ARCHITECT

HPA ARCHITECTURE
18831 BARDEEN AVE., STE 100
IRVINE, CA 92612
CONTACT: INKON KIM
PHONE: (949) 863-1770
EMAIL: JAIME@HPARCHS.COM

A.P.N.

324-240-016 THRU -020, -023, THRU -027

LAND USE

EXISTING LAND USE: VACANT
EXISTING GENERAL PLAN LAND USE: COMMERCIAL COMMUNITY (CC)
EXISTING ZONING: LIGHT INDUSTRIAL (LI)

PROPOSED GENERAL PLAN LAND USE: COMMERCIAL COMMUNITY (CC)
PROPOSED ZONING: LIGHT INDUSTRIAL (LI)

ACREAGE

GROSS	21.6 AC
NET	20.0 AC
R/W	1.6 AC

PROJECT DATA

BUILDING AREA	
OFFICE - FIRST FLOOR	10,000 SF
OFFICE - SECOND FLOOR	5,000 SF
WAREHOUSE	397,348 SF
TOTAL BUILDING FOOTPRINT	407,348 SF
TOTAL FLOOR AREA	412,348 SF
AUTO PARKING REQUIRED	
OFFICE:	
(1 STALL/300 SF IF LESS THAN 10% OFFA)	N/A
WAREHOUSE:	
140K SF @ (30 STALLS + 1 STALL/5,000 SF)	105 STALLS
TOTAL	105 STALLS
AUTO PARKING PROVIDED	
STANDARD (9' x 19')	76 STALLS
ADA STANDARD (9' x 19')	3 STALLS
ADA VAN (12' x 19')	2 STALLS
EV ADA STANDARD (9' x 19')	1 STALLS
EV ADA VAN (12' x 19')	1 STALLS
EV AMBULATORY (10' x 19')	1 STALLS
EVCS STANDARD (9' x 19')	3 STALLS
EV CALPABLE (9' x 19')	19 STALLS
TOTAL	106 STALLS
TRAILER PARKING REQUIRED	
1/ 5,000 SF	82 STALLS
TRAILER PARKING PROVIDED	
TYPICAL TRAILER (10' x 55')	144 STALLS

H:\2022\22-0199\GIS\Pro\tent_parcel_map\tent_parcel_map.aprx Map created 25 Jan 2024

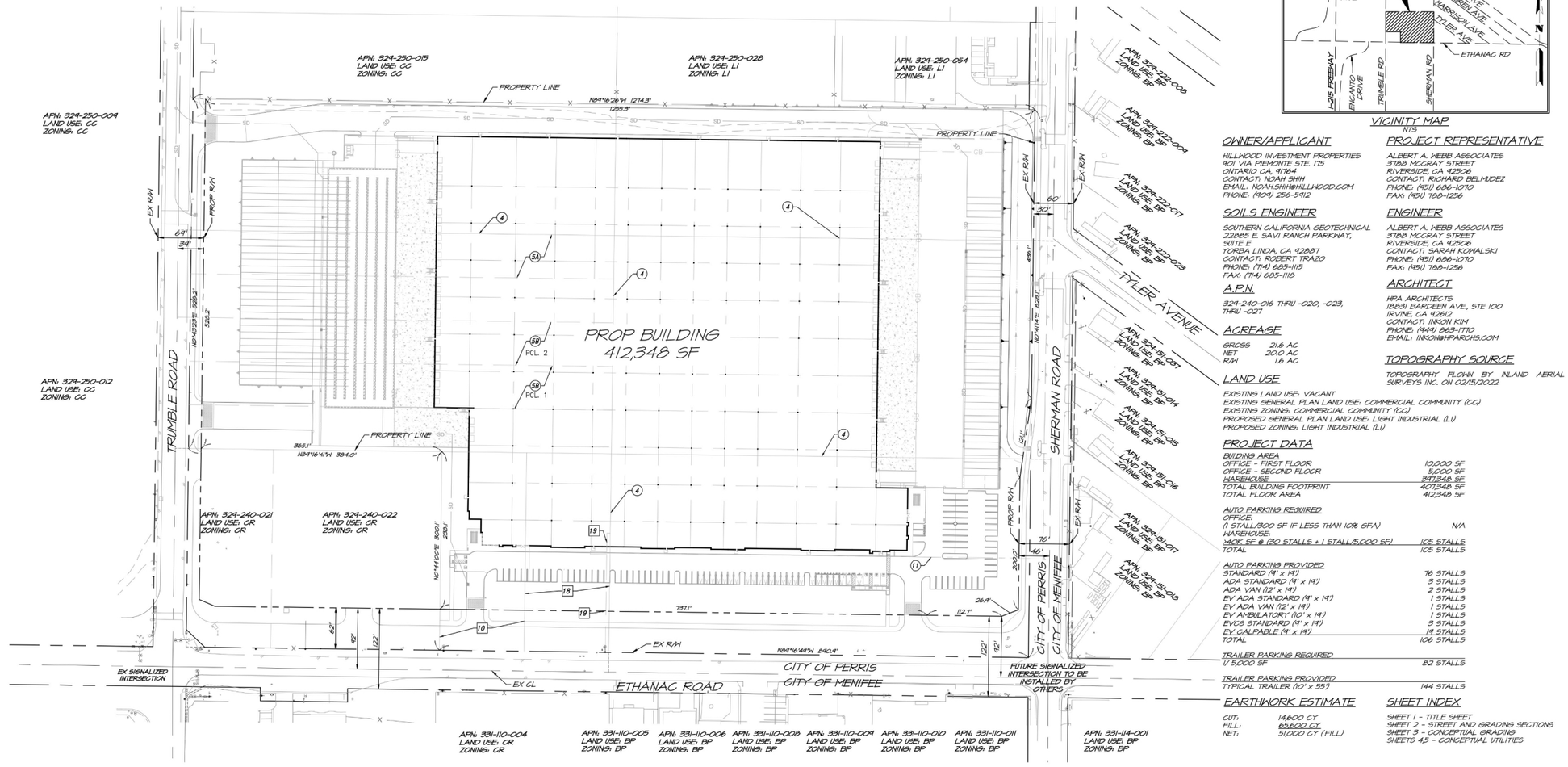
Source: Ethanac Commerce Center Title Sheet, Jan 18, 2024.

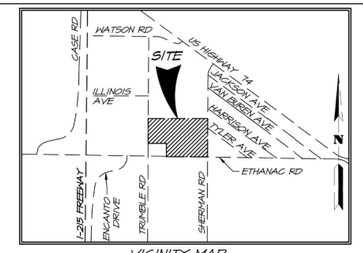
Figure 1.0-11 Tentative Parcel Map No. 38600
Ethanac Logistics Center

IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

DEVELOPMENT PLAN REVIEW NO. 22-00030

LOCATED IN SECTION 10 SW, T. 5S., R. 3W., S.B.M.





VICINITY MAP
NTS

OWNER/APPLICANT

HILLWOOD INVESTMENT PROPERTIES
401 VIA PIEMONTE STE. 175
ONTARIO CA, 91764
CONTACT: NOAH SHIH
EMAIL: NOAH.SHIH@HILLWOOD.COM
PHONE: (909) 256-3412

PROJECT REPRESENTATIVE

ALBERT A. WEBB ASSOCIATES
3788 MCCRAY STREET
RIVERSIDE, CA 92506
CONTACT: RICHARD BELMUDEZ
PHONE: (951) 686-1070
FAX: (951) 788-1256

SOILS ENGINEER

SOUTHERN CALIFORNIA GEOTECHNICAL
22885 E. SAVI RANCH PARKWAY,
SUITE E
YORBA LINDA, CA 92887
CONTACT: ROBERT TRAZO
PHONE: (714) 685-1115
FAX: (714) 685-1118

ENGINEER

ALBERT A. WEBB ASSOCIATES
3788 MCCRAY STREET
RIVERSIDE, CA 92506
CONTACT: SARAH KOWALSKI
PHONE: (951) 686-1070
FAX: (951) 788-1256

A.P.N.

324-240-016 THRU -020, -023, THRU -027

ARCHITECT

HPA ARCHITECTS
18831 BARDEEN AVE., STE 100
IRVINE, CA 92612
CONTACT: INKON KIM
PHONE: (949) 863-1770
EMAIL: INKON@HPARCH5.COM

ACREAGE

GROSS	21.6 AC
NET	20.0 AC
R/W	1.6 AC

TOPOGRAPHY SOURCE

TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS INC. ON 02/15/2022

LAND USE

EXISTING LAND USE: VACANT
EXISTING GENERAL PLAN LAND USE: COMMERCIAL COMMUNITY (CC)
EXISTING ZONING: COMMERCIAL COMMUNITY (CC)
PROPOSED GENERAL PLAN LAND USE: LIGHT INDUSTRIAL (LI)
PROPOSED ZONING: LIGHT INDUSTRIAL (LI)

PROJECT DATA

BUILDING AREA	
OFFICE - FIRST FLOOR	10,000 SF
OFFICE - SECOND FLOOR	5,000 SF
WAREHOUSE	397,348 SF
TOTAL BUILDING FOOTPRINT	407,348 SF
TOTAL FLOOR AREA	412,348 SF

AUTO PARKING REQUIRED	
OFFICE:	
(1 STALL/300 SF IF LESS THAN 10% GFA)	N/A
WAREHOUSE:	
140K SF @ (30 STALLS + 1 STALL/5,000 SF)	105 STALLS
TOTAL	105 STALLS

AUTO PARKING PROVIDED	
STANDARD (9' x 19')	76 STALLS
ADA STANDARD (9' x 19')	3 STALLS
ADA VAN (12' x 19')	2 STALLS
EV ADA STANDARD (9' x 19')	1 STALLS
EV ADA VAN (12' x 19')	1 STALLS
EV AMBULATORY (10' x 19')	1 STALLS
EVCS STANDARD (9' x 19')	3 STALLS
EV CALPABLE (9' x 19')	19 STALLS
TOTAL	106 STALLS

TRAILER PARKING REQUIRED	
1/ 5,000 SF	82 STALLS

TRAILER PARKING PROVIDED	
TYPICAL TRAILER (10' x 55')	144 STALLS

EARTHWORK ESTIMATE

CUT:	14,600 CY
FILL:	65,900 CY
NET:	51,000 CY (FILL)

SHEET INDEX

SHEET 1 - TITLE SHEET
SHEET 2 - STREET AND GRADING SECTIONS
SHEET 3 - CONCEPTUAL GRADING
SHEETS 4,5 - CONCEPTUAL UTILITIES

GENERAL INFORMATION

1. ALL PARCELS WITHIN PROJECT BOUNDARY TO BE COMBINED VIA PARCEL MAP.
2. THOMAS BROS. MAP BOOK PAGE: 838, GRID: C1 AND D1
3. PROJECT IS NOT WITHIN A SPECIFIC PLAN.
4. PROJECT LIES WITHIN THE CITY OF PERRIS REDEVELOPMENT PROJECT AREA.
5. PROJECT LIES WITHIN CFD NO. 1.
6. EASEMENTS OF RECORD ARE PLOTTED HEREIN.
7. PROJECT IS WITHIN EASTERN MUNICIPAL WATER DISTRICT
8. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
9. ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
10. LAND IS NOT WITHIN A SPECIAL STUDIES ZONE.
11. LAND HAS LOW POTENTIAL FOR LIQUEFACTION PER SOCAL GEO REPORT DATED 02/23/2022.
12. SUB-SURFACE SEPTIC DISPOSAL IS NOT INTENDED ON SITE.
13. STRUCTURES AND/OR DWELLINGS DO NOT EXIST ON SITE.
14. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS AS REQUIRED BY NPDES SUPPLEMENT "A".
15. FLOOD ZONE X, AREA OF LOW FLOODING PER FEMA PANEL 06065C2060H.
16. PROJECT LIES WITHIN AIRPORT LAND USE COMPATIBILITY ZONE D
17. ARCHITECTURAL SITE PLAN PROVIDED BY HPA ARCHITECTURE ON 04/12/23

UTILITY PROVIDERS

WATER:	EASTERN MUNICIPAL WATER DISTRICT PHONE: (951) 685-7434
SEWER:	EASTERN MUNICIPAL WATER DISTRICT PHONE: (951) 685-7434
GAS:	SOUTHERN CALIFORNIA GAS COMPANY PHONE: (909) 307-7070
ELECTRIC:	SOUTHERN CALIFORNIA EDISON PHONE: 1 (800) 655-4555
TELEPHONE:	CHARTER COMMUNICATIONS (SPECTRUM) PHONE: (951) 406-1666
CABLE T.V.:	FRONTIER COMMUNICATIONS PHONE: (310) 264-5100
SCHOOL DISTRICT(S):	ROMOLAND SCHOOL DISTRICT (TK-8) PHONE: (951) 926-4244 PERRIS UNION HIGH SCHOOL DISTRICT (9-12) PHONE: (951) 943-6369

EASEMENT NOTES

SEE SHEET 2

LEGAL DESCRIPTION

SEE SHEET 2



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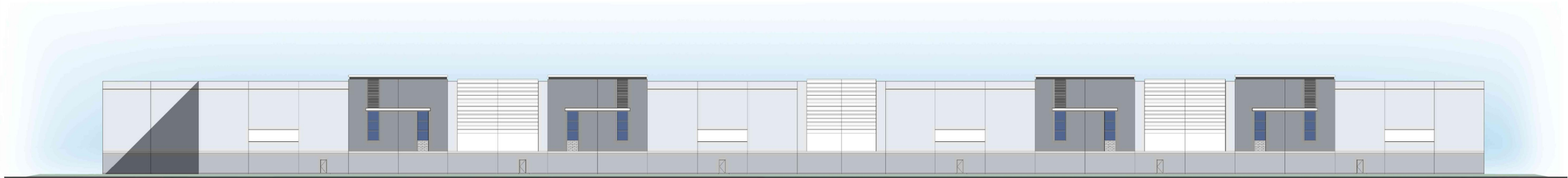
Source: Development Plan Review, sheet 1, Jan 18, 2024.

NTS

Figure 1.0-12 Development Plan Review

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



North Elevation



West Elevation - Trumble Road



South Elevation - Ethanac Road



East Elevation - Sherman Road (facing Menifee)

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Source: HPA Architecture and Hillwood, Sep. 7, 2023.

40 Foot Clear

NTS

Figure 1.0-13 Conceptual Building Elevations

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES

Screening and Landscaping

The Project is proposed to be consistent with City standards and provide 14-foot-high screen walls and perimeter landscaping along the Project site's frontage. **Figure 1.0-14, Screening Details**, **Figure 1.0-15, Elevation Details**, and **Figure 1.0-16, Line of Sight** provide the typical elevations of the proposed screen walls, gates, trash enclosures and views. The proposed landscaping consists of drought-tolerant and climate appropriate trees, shrubs and ground cover that include native species and would meet or exceed standards set forth in the Perris General Plan as reflected on **Figure 1.0-17, Conceptual Landscape Plan**. The landscape plan is designed to provide visual appeal and screen the views of the passenger vehicle parking lots from public rights-of-way as reflected in **Figure 1.0-18, View of Project Site**.

All roof mounted equipment would be set back and fully screened from public view behind a parapet. Trash enclosures would be approximately 8 feet in height and utilize concrete tilt-up panels consistent with the proposed buildings.

Eastern Project Boundary

The Project site boundary along Sherman Road includes a proposed 6-foot-high wall that would be sited atop an 8-foot-high retained berm to screen both the view of the truck parking areas and loading bays with overall 14-foot high screening. A 52.7-foot-wide landscape area would further buffer and screen the Project site from Sherman Road. A10-foot-wide walkway area would be provided within the right-of-way along Sherman Road. Perimeter landscaping would include screening trees. The Project would also include roadway improvements including repaving to the centerline of Sherman Road. As repaving may extend slightly beyond the roadway centerline and construction traffic control would necessary, and encroachment permit would be necessary from the City of Menifee.

Western Project Boundary

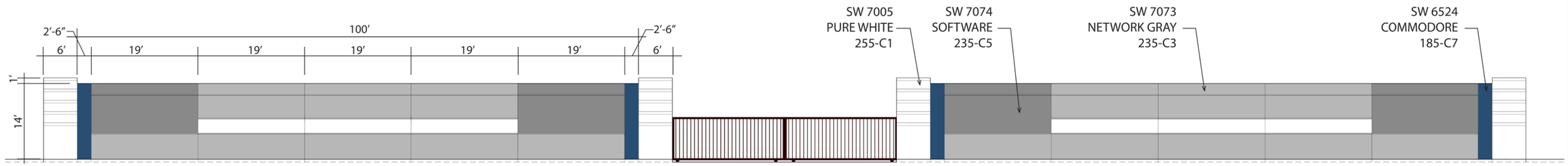
The Project site boundary along Trumble Road includes a proposed 6-foot-high wall that would be sited atop an 8-foot-high retained berm to screen both the view of the truck parking areas and loading bays with overall 14-foot high screening. A 57-foot-wide landscape area would further buffer and screen the Project site from Trumble Road. An 11 foot-wide walkway area would be provided within the right-of-way along Trumble Road. Perimeter landscaping would include screening trees. The Project would also include roadway improvements along Trumble Road.

Northern Project Boundary

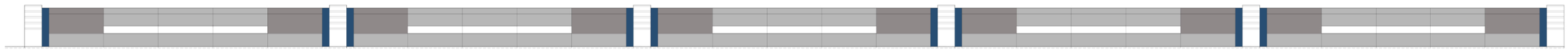
Along the northeastern-most boundary of the Project site, adjacent to the existing properties, the Project would provide a retaining screen wall ranging from 0.5 feet to 3.5 feet in height due to site grade. the overall wall height located along the northern boundary be 8-feet in height with a 14-foot-high screening wall in the truck court area. The Project would also include roadway improvements north of the Project site to Illinois Avenue and Illinois Avenue west to Interstate 215.

Southern Project Boundary

Improvements along Ethanac Road would include a 25-foot-wide parkway with an 8-foot-wide sidewalk. Perimeter landscaping would include screening trees. The Project would provide a 14-foot-high wall along the southwestern parking area adjacent to the existing property located at the southwest corner of Ethanac and Trumble Roads. A landscape buffer would also be provided between the proposed building and the existing property's eastern boundary. The Project would also include roadway improvements just south of the centerline of Ethanac Road. Roadway improvements to Ethanac may also encroach into the City of Menifee, possibly necessitating the need for an encroachment permit.



Screenwall Details



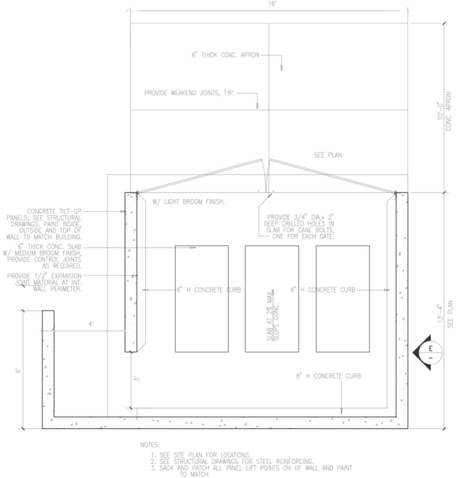
Screenwall Elevation

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Source: HPA Architecture and Hillwood, Jan. 12, 2023.

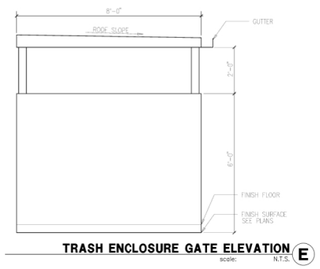
Figure 1.0-14 Screening Details
Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES

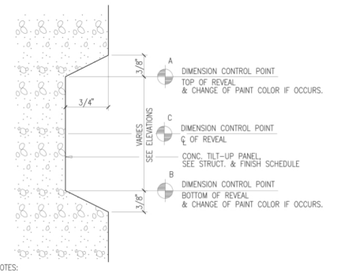


NOTES:
1. SEE SITE PLAN FOR LOCATIONS.
2. SEE STRUCTURAL DRAWINGS FOR STEEL REINFORCING.
3. SACK AND PATCH ALL PANEL LIFT POINTS ON OF WALL AND PAINT TO MATCH.

TRASH ENCLOSURE PLAN (D)
scale: N.T.S.

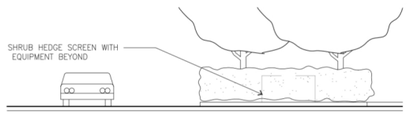


TRASH ENCLOSURE GATE ELEVATION (E)
scale: N.T.S.

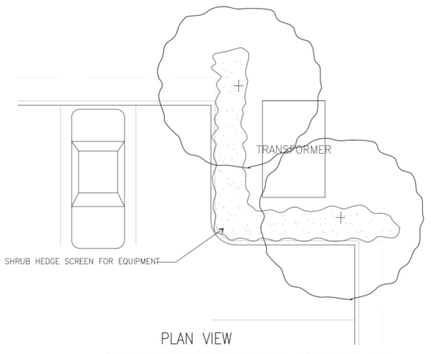


NOTES:
1. DIMENSION CONTROL POINTS AT REVEALS AND EDGE OF CONCRETE OPENINGS WHERE OCCUR, SEE WALL SECTIONS.
2. PAINT COLOR CHANGES TO ALWAYS OCCUR AT CONTROL POINT "A" OR "B"

TYP. CONCRETE REVEAL (B)
scale: N.T.S.

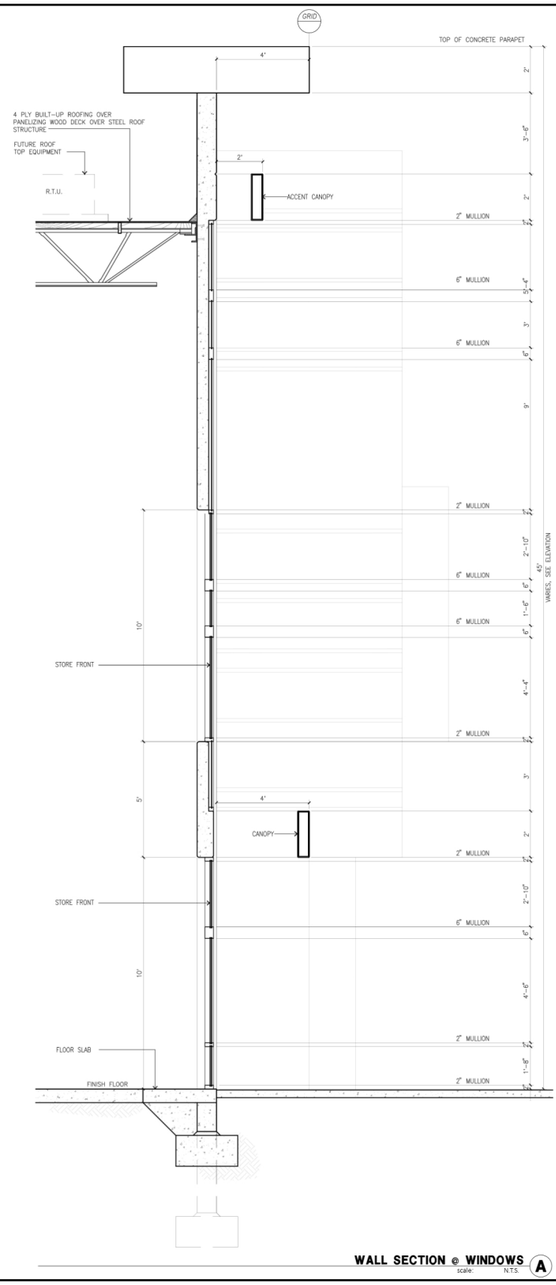


ELEVATION



PLAN VIEW

GROUND MOUNTED EQUIPMENT SCREENING, TYP. (C)
scale: N.T.S.



WALL SECTION @ WINDOWS (A)
scale: N.T.S.

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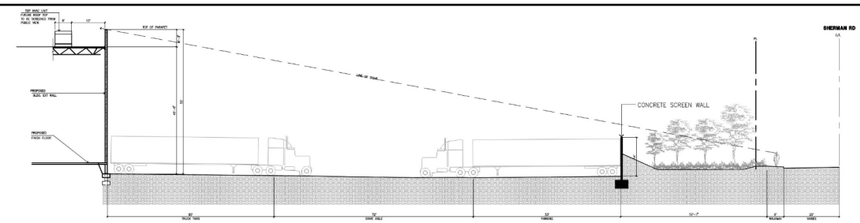
Source: HPA Architecture, DAB-A4.1, March 29, 2023.

NTS

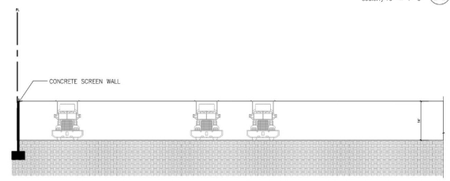
Figure 1.0-15 Elevation Details

Ethanac Logistics Center

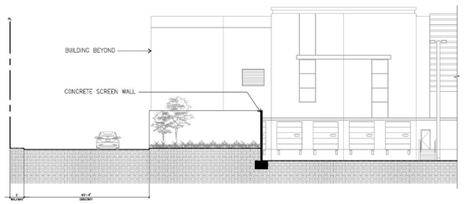
ALBERT A. WEBB ASSOCIATES



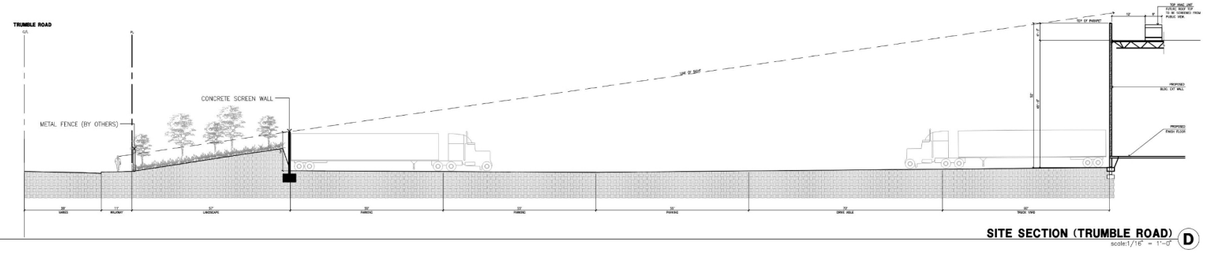
SITE SECTION (SHERMAN ROAD) A
scale:1/16" = 1'-0"



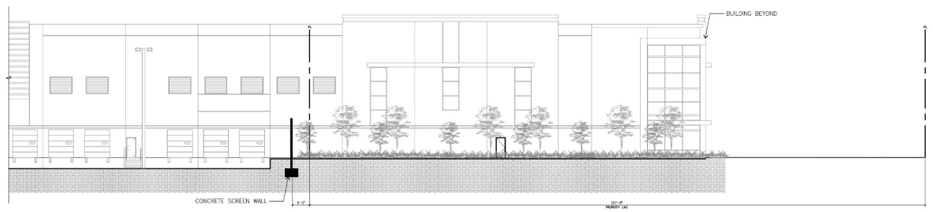
SITE SECTION B
scale:1/16" = 1'-0"



SITE SECTION C
scale:1/16" = 1'-0"



SITE SECTION (TRUMBLE ROAD) D
scale:1/16" = 1'-0"



SITE SECTION E
scale:1/16" = 1'-0"

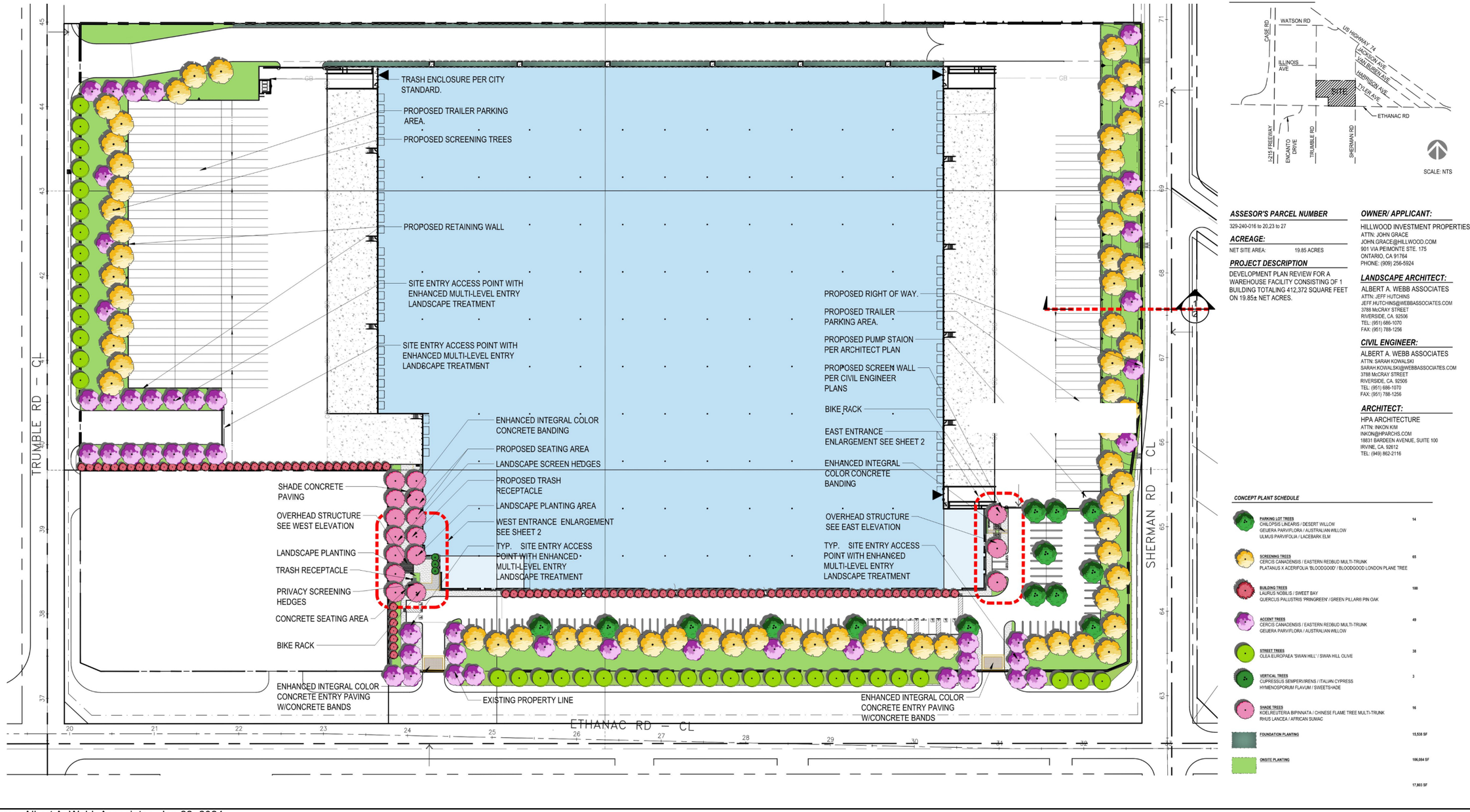
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Source: HPA Architecture, DAB-A4.2, July 20, 2023.

NTS

Figure 1.0-16 Line of Sight
Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



H:\2022\22-0199\GIS\Pro\screen_elev_detailsscreen_elev_details.aprx Map created 25 Jan 2024

Source: Albert A. Webb Associates, Jan 22, 2024.

Figure 1.0-17 Conceptual Landscape Plan
Ethanac Logistics Center

NTS

LANDSCAPE AREA TABULATION

ACREAGE
TOTAL NET SITE AREA: 864,675 SQ. FT. (19.9 AC)

BUILDING AREA
WAREHOUSE: 412,348 SQ. FT.

ON-SITE LANDSCAPE AREA: 129,809 SQ. FT. (15%)
OFF-SITE LANDSCAPE PROVIDED: 17,797 SQ. FT.
TOTAL LANDSCAPE AREA: 147,606 SQ. FT.

PARKING LOT TREE TABULATION

TREES REQUIRED @ 1 TREE PER 6 STALLS: 19 REQUIRED
TREES PROVIDED: 80 PROVIDED

PARKING LOT TREE SIZE TABULATION

24" BOX TREES: 14 (17%) TREES PROVIDED
36" BOX TREES: 66 (83%) TREES PROVIDED
80 (100%) TOTAL TREES PROVIDED

LANDSCAPE SHRUB/GROUNDCOVER PLANT MATERIAL SIZE TABULATION

REQUIRED: 5 GALLON (80%) / 1 GALLON (20%)

PROVIDED:
LANDSCAPE
SHRUBS: 93,454 SQ. FT. @ 5 GALLON (80%)
23,363 SQ. FT. @1 GALLON (20%)

FOUNDATION SHRUB: 17,797 SQ. FT. @ 5 GALLON (100%)

TOTAL: 111,251 SQ. FT. 5 GALLON (80%)
23,363 SQ. FT. 1 GALLON (20%)
134,614 SQ. FT. 5 GALLON (80%) / 1 GALLON (20%)

MULCH NOTE:

ALL EXPOSED LANDSCAPE AREAS, (EXCLUDING BASIN SLOPES), ARE TO BE COVERED WITH 3" LAYER OF WOOD MULCH AFTER ALL PLANTING AND IRRIGATION OPERATIONS ARE COMPLETE. MULCH SHALL NOT BE INSTALLED ON PLANTING AREAS THAT CONTAIN HYDRO-SEED MIX.

TREE SHADING LEGEND

18,639 SF PARKING AREA

9,450 SF SHADED PARKING AREA

PERCENTAGE RATIO OF TOTAL SHADED PARKING AREA PROVIDED **51%**

MINIMUM PERCENTAGE RATIO OF TOTAL SHADED PARKING AREA REQUIRED **50%**

GENERAL NOTES:

TREE SIZES ARE SHOWN AT 5 YEARS MATURITY

FOR PLANT LEGEND AND NOTES SEE CONCEPTUAL LANDSCAPE PLAN

RIVERSIDE COUNTY ORDINANCE 859 LANDSCAPE WATER USE CALCULATIONS

PROJECT TYPE Commercial

ETHANAC COMMERCE CENTER

0.45 *ETo ALLOWANCE*

Applicant to use drop down menus in cells that indicate a selection to describe each hydrozone.
Please note that embedded formulas will reflect as 'false' or as an error until selections are completed.

1 ***MAXIMUM ANNUAL WATER ALLOWANCE*** **(MAWA)**

INPUT the total square footage of landscape = 147,793 S.F.
INPUT the Hist. ETo for the area = 66.71
MAWA = **367,746** cu ft / yr
SubTotal EAWU = 201,184 cu ft / yr
Input Irrigation System Operation Factor 0.85
Total EAWU = **236,687**
MAWA - EAWU = **131,059** cu ft / yr
(this number must be positive)
PERCENTAGE OF WATER SAVED RELATIVE TO MAX. ALLOWED = 36%

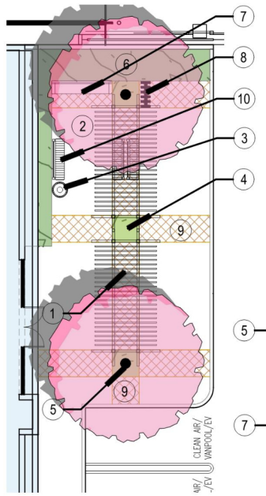
2 ***ESTIMATED ANNUAL WATER USE*** **(EAWU)**

* Trees are not required to be listed as a separate hydrozone if understory is planted with plants of an equal or higher plant factor, and foot area is already included in calculations.

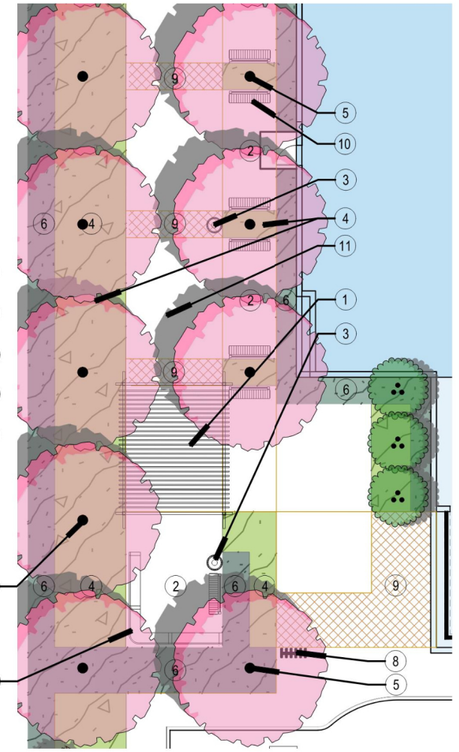
	Plant Factor	Plant Type	Water Use
Hydrozone # 1	0.2	*Shrubs / Groundcover*	*Low*
INPUT Square Foot Area of Hydrozone = 143,233			
Hydrozone Irrigation Efficiency = 0.85		*In-line Drip-Densely Planted*	
EAWU = 186,352 cu ft / yr			
Hydrozone # 2	0.5	*Trees / Mulch*	*Moderate*
INPUT square footage of hydrozone = 4,560			
Hydrozone Irrigation Efficiency = 0.85		*Bubblers*	
EAWU = 14,832 cu ft / yr			

IRRIGATION CALCULATION

1. OVERHEAD STRUCTURE
2. EMPLOYEE RESTING AREA
3. TRASH RECEPTACLE
4. LANDSCAPE SHRUBS
5. SHADE TREE
6. PRIVACY HEDGES
7. CONCRETE SEATING
8. BIKE RACK
9. SPECIAL PAVING
10. BENCH
11. SHADE CONCRETE PAVING



EAST ENTRANCE SCALE: 1"=10'



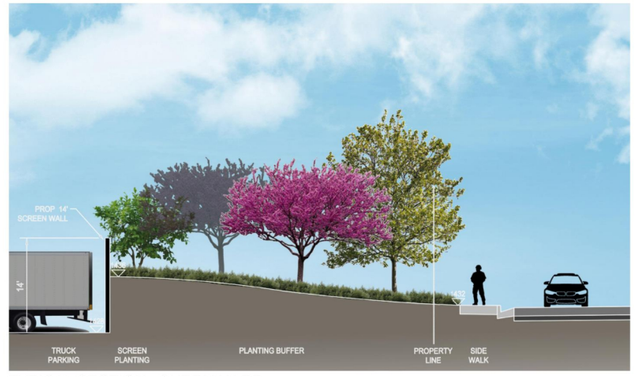
WEST ENTRANCE SCALE: 1"=10'



WEST ENTRANCE ELEVATION VIEW SCALE: 1"=10'



EAST ENTRANCE ELEVATION VIEW SCALE: 1"=10'



TYPICAL SECTION - SHERMAN RD SCALE: 1"=10'

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Source: Albert A. Webb Associates, Sep 6, 2023.

NTS

Figure 1.0-18 View of Project Site
Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES

Lighting

Project lighting would include energy efficient light-emitting diodes (LED) security lights along the buildings and wall and pole-mounted lights in the parking areas as reflected in **Figure 1.0-19, Proposed Lighting**. All Project-related lighting would be downward facing and shielded as required by the Perris Municipal Code.

1.6 Infrastructure

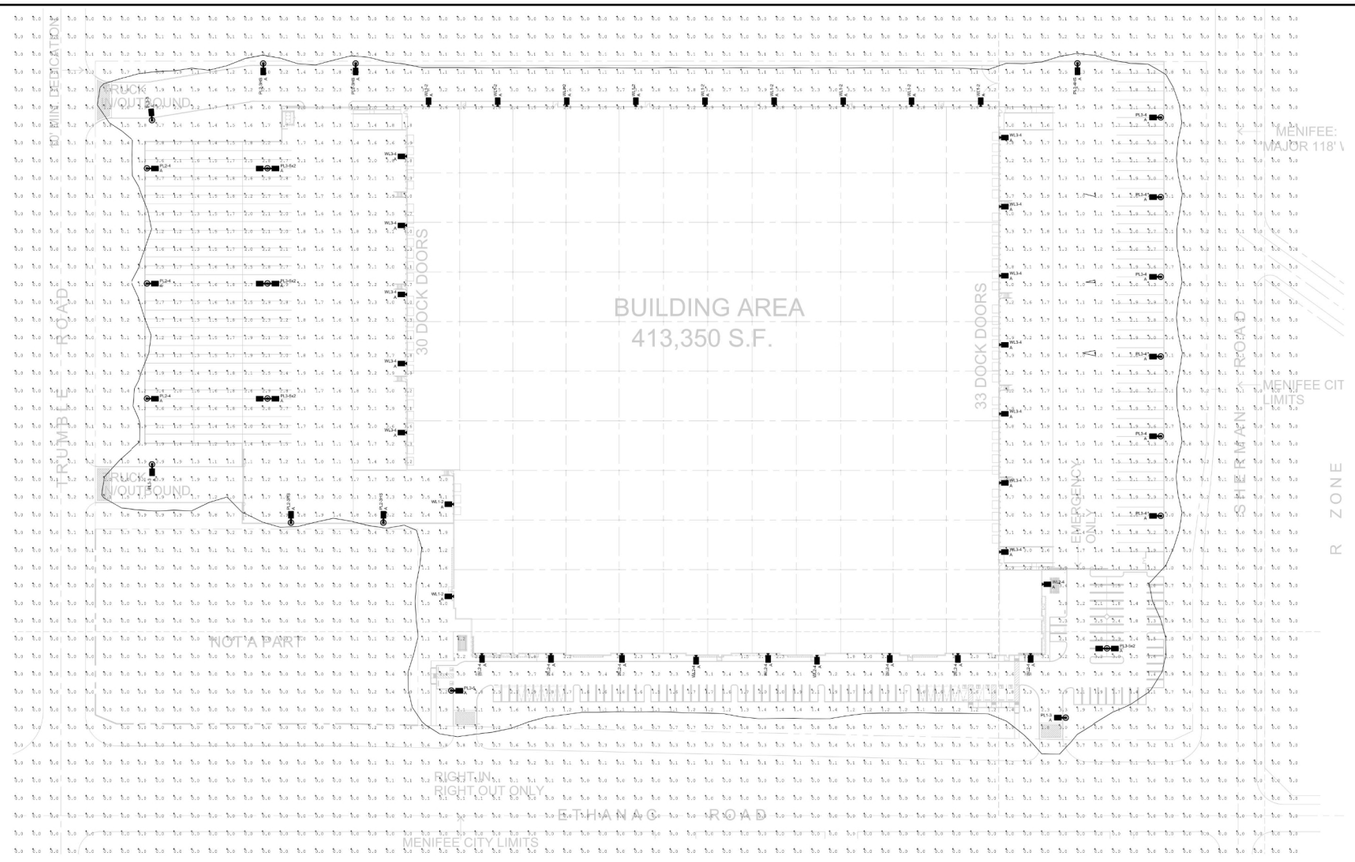
Existing and proposed infrastructure is reflected on **Figure 1.0-20, Existing and Proposed Utilities**, below. Proposed infrastructure associated with alternative drainage system is reflected on **Figure 1.0-21, Existing and Proposed Utilities (Alternative Option)**.

1.6.1 Water

Domestic water services in the Project vicinity are provided by the Eastern Municipal Water District (EMWD). There are existing water lines near the Project site: a 12-inch diameter waterline in Trumble Road; a 20-inch diameter waterline and 18-inch brackish waterline in Ethanac Road; an 8-inch diameter waterline, 18-inch brackish waterline, brackish water blowoff valve, and fire hydrant in Sherman Road; as well as a 12-inch waterline in Sherman Road south of Ethanac Road. There is also an existing 8-inch water line in Illinois Avenue. The Project would connect to the 12-inch waterline in Trumble Road. The Project would also provide a diesel-powered fire flow pump that will be used for fire flow demands. The fire flow pump would only be used during fire emergencies and routine testing and would not be part of the Project's normal daily operations. No offsite water line improvements are proposed.

1.6.2 Recycled Water

Recycled water services in the Project vicinity are also provided by the EMWD. There are no existing recycled water lines adjacent to the Project site. The closest recycled water lines are within Case Road, west of I-215 and within McLaughlin Road, south of the Project site over half a mile away. The sizing of those recycled water lines do not account for irrigation demands of this proposed Project and the EMWD will not require extension of those lines to serve the proposed Project. There are nearby projects in development that may result in construction of recycled water facilities closer to the Project site. The Project would include recycled water irrigation infrastructure that could connect to future recycled water facilities. In the meantime, irrigation lines within the Project site would connect to the existing 12-inch potable waterline in Trumble Road.



SITE LIGHTING PLAN

(SCALE: 1"=50'-0")

NOTE: ALL EXTERIOR LIGHTS TO BE 3000K COLOR TEMP

FIXTURE LEGEND

SYMBOL	DESCRIPTION	BUG RATING	COMPLIES WITH CAL GREEN 5.106.8
P1.1-3	TYPE 3 (RSX2-LED-P1-30K-R3) LED CUT-OFF ON 25' SQUARE STEEL POLE ON 2'-0" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B2-UO-G2	YES
P2.2-3HS	TYPE 3 (RSX2-LED-P2-30K-R3-HS) LED CUT-OFF W/HOUSE SIDE SHIELD ON 25' SQUARE STEEL POLE ON 2'-0" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B1-UO-G2	YES
P2.2-4	TYPE 4 (RSX2-LED-P2-30K-R4) LED CUT-OFF ON 25' SQUARE STEEL POLE ON 2'-0" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B2-UO-G3	YES
P3.3-3	TYPE 3 (RSX2-LED-P3-30K-R3) LED CUT-OFF ON 25' SQUARE STEEL POLE ONZ 6" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B3-UO-G3	YES
P3.3-4	TYPE 4 (RSX2-LED-P3-30K-R4) LED CUT-OFF ON 25' SQUARE STEEL POLE ON 2'-0" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B3-UO-G3	YES
P3.3-4HS	TYPE 4 (RSX2-LED-P3-30K-R4-HS) LED CUT-OFF W/HOUSE SIDE SHIELD ON 25' SQUARE STEEL POLE ON 2'-0" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B1-UO-G3	YES
P3.3-5	TYPE 5 (RSX2-LED-P3-30K-R5) LED CUT-OFF ON 25' SQUARE STEEL POLE ON 2'-0" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B5-UO-G3	YES
P3.3-5x2	TWIN TYPE 5 (RSX2-LED-P3-30K-R5) LED CUT-OFF ON 25' SQUARE STEEL POLE ONZ 6" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B5-UO-G3	YES
W1.1-2	TYPE 2 (RSX2-LED-P1-30K-R2) LED CUT-OFF AT 32' AFF	B2-UO-G1	YES
W2.2-4	TYPE 4 (RSX2-LED-P2-30K-R4) LED CUT-OFF AT 32' AFF	B2-UO-G3	YES
W3.3-4	TYPE 4 (RSX2-LED-P3-30K-R4) LED CUT-OFF AT 32' AFF	B3-UO-G3	YES

* - SEE ARCHITECTURAL PLANS FOR ACTUAL POLE BASE HEIGHTS

NONRESIDENTIAL MANDATORY MEASURES

TABLE 5.106.8 [NC]
MAXIMUM ALLOWABLE BACKLIGHT, UPLIGHT AND GLARE (BUG) RATINGS[1]

ALLOWABLE RATING	LIGHTING ZONE LZ0	LIGHTING ZONE LZ1	LIGHTING ZONE LZ2	LIGHTING ZONE LZ3	LIGHTING ZONE LZ4
Maximum Allowable Backlight Rating (B)					
Luminaire greater than 2 mounting heights (MH) from property line	N/A	No Limit	No Limit	No Limit	No Limit
Luminaire back hemisphere is 1 – 2 MH from property line	N/A	B2	B3	B4	B4
Luminaire back hemisphere is 0.5 – 1 MH from property line	N/A	B1	B2	B3	B3
Luminaire back hemisphere is less than 0.5 MH from property line	N/A	B0	B0	B1	B2
Maximum Allowable Uplight Rating (U)					
For area lighting[2]	N/A	U0	U0	U0	U0
For all other outdoor lighting, including decorative luminaires	N/A	U1	U2	U3	U4
Maximum Allowable Glare Rating (G)					
Luminaire greater than 2 MH from property line	N/A	G1	G2	G3	G4
Luminaire front hemisphere is 1 – 2 MH from property line	N/A	G0	G1	G1	G2
Luminaire front hemisphere is 0.5 – 1 MH from property line	N/A	G0	G0	G1	G1
Luminaire front hemisphere is less than 0.5 MH from property line	N/A	G0	G0	G0	G1

1. If/SNA Lighting Zones 0 are not applicable, refer to Lighting Zones as defined in the *California Energy Code* and Chapter 10 of the *California Administrative Code*.
2. For property lines that abut public walkways, bikeways, plazas and parking lots, the property line may be considered to be 5 feet beyond the actual property line for purpose of determining compliance with this section. For property lines that abut public roadways and public transit corridors, the property line may be considered to be the centerline of the public roadway or public transit corridor for the purpose of determining compliance with this section.
3. General lighting luminaires in areas such as outdoor parking, sales or storage lots shall meet these reduced ratings. Decorative luminaires located in these areas shall meet U-value limits for "all other outdoor lighting."

CAL GREEN BUG TABLE

SITE LIGHTING STATISTICS

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Hardscape	Illuminance	FC	2.15	4.5	1.0	2.06	4.40

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Source: Gregg Electric Inc., Jan 9, 2023.

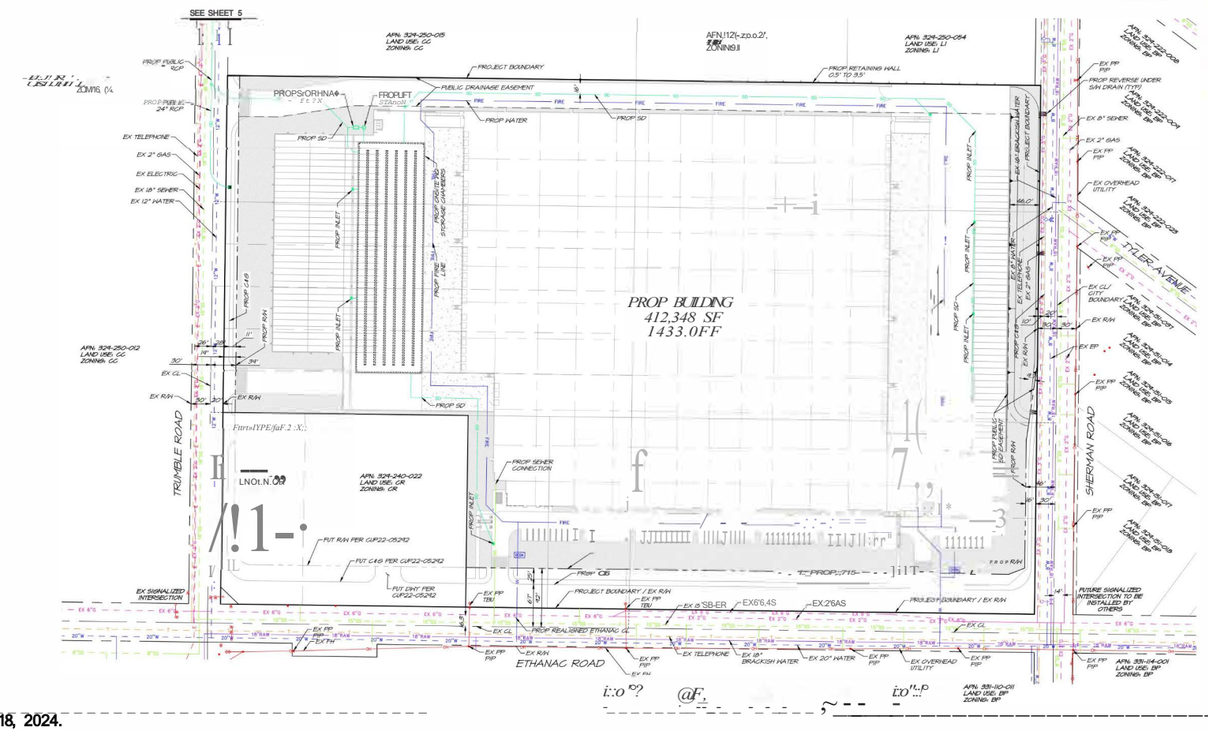
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Figure 1.0-19 Proposed Lighting

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LEGEND

- EXIST/Ne 18" BRACKISH HATER
- EXIST/MS BRACKISH /JA TER BLOH OFF VAL 1/E
- EXIST/Ne ELECTRIC
- EXIST/Ne FIRE HYDRANT
- EXISTIN6 2 " 6 A 5
- EXIST/Ne : r 6 A S
- EXIST/Ne 6 " e A s
- OVERHEAD UTILITY"
- EXIST/Ne 6 " SEHER
- EXIST/Ne SEHER
- EXIST/Ne 15" SEHER
- EXIST/Ne 18" SEHER
- EXIST/Ne SEHER HANHOLE
- EXIST/Ne 136" STORM DRAIN
- EXIST/Ne 48" STORM DRAIN
- EXISTING TELEPHONE
- EXISTING ,8" /A TER
- EXISTING 12" HATER
- EXISTING 20 " HATER
- PROJECT BOUNDARY
- ---RIGHT-<JF-HAY(EX!STIN6/PROPOSED)
- PROPOSED HATER
- PROPOSED FIRE LINE
- PROPOSED SEHER
- PROPOSED STORH DRAIN

ABBREV/A TIONS

CL	CENTER LINE
Clt5	CURB AND tSUTTER
EX	EXISTIN5
PP	POWER POLE
PROP	PROPOSED
PIP	PROTECT N PLACE
RCB	REINFORCED CONCRETE BOX
RCP	REINFORCED CONCRETE PIPE
R/N	R/6/IT-<JF-HA Y
SD	STORM DRAIN
TBU	TO B E UNDERSRCJUNDED
TYP	TYPICAL

Source: Development Plan Review sheets 4-5, Jan 18, 2024.

Figure 1.0-20 Existing and Proposed Conceptual Utilities

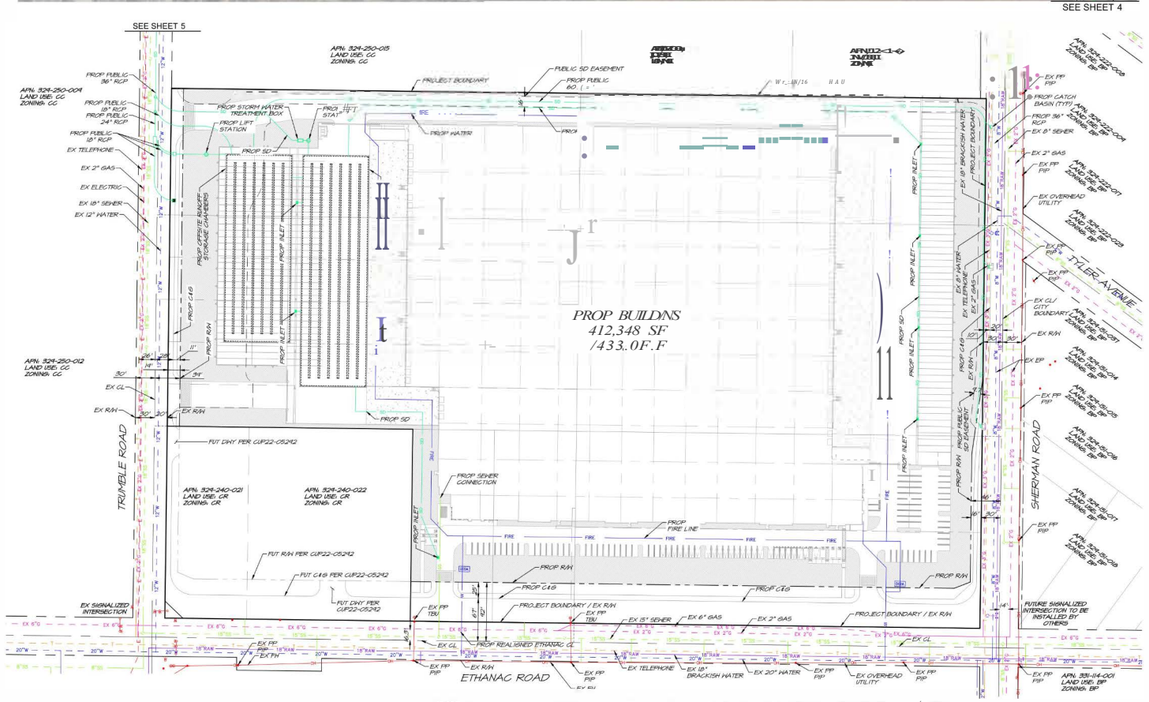
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LEISEND

- Ex1snNe 1b" BRACKISH H.4TER
- EXISTING BRACKISH HATER BLOH OFF VAL VE
- EXISTING ELECTRIC
- EXISTING FIRE HYDRANT
- EX 2'G -EXISTING2" GAS
- Ex 3"G - EXISTING 3" GAS
- EX 6"G -EX/STING6" e As
- OH E X / S T I N G OVERHEAD UTILITY
- EXISTING 6" SEhIER
- EXISTING 8" SEhIER
- EXIST/Ne 15" SEhIER
- EXISTING 18" SEHER
- EXISTING SEHER MANHOLE
- 36"SD ---EXISTING36"STORHDRAIN
- 48"SD - - - EXISTING 4B" STORM DRAIN
- T-EXISTING TELEPHONE
- BW - EXISTING 8" HATER
- 12"W -EXISTING 12" H.4TER
- 20"W - EXISTING 20" H.4TER
- PROJECT BOUNDARY
- RIGHT-oF-HAY/EXISTING/PROPOSED)
- W PROPOSED H.4TER
- FIRE PROPOSED FIRE LINE
- PROPOSED SEHER
- S D PROPOSED STORM DRAIN

ABBREVIATIONS

CL	CENTER LINE
C t e	CURB AND GUTTER
EX	EXIST/Ne
PP	PONER POLE
PROP	PROPOSED
PIP	PROTECT N PLACE
RCB	REINFORCED CONCRETE BOX
RCP	REINFORCED CONCRETE PIPE
R/H	RIGHT-oF-HAY
SD	STORM DRAIN
TBU	TO BE UNDERGROUNDED
TYP	TYPICAL

Source: Development Plan Review sheets 4-5, Jan 19, 2024.

Figure 1.0-21 Existing and Proposed Conceptual Utilities (Alternative Option)

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1.6.3 Sewer

Sewer (wastewater) collection and treatment services in the Project vicinity are also provided by the EMWD. There is an existing 15-inch sewer line in Ethanac Road, an existing 10-inch sewer line in Trumble Road, and an existing 8-inch sewer line in Sherman Road (south of Ethanac Road). The Project would connect to the existing 15-inch sewer line in Ethanac Road. No offsite sewer line improvements are proposed.

1.6.4 Storm Drain

The Project site is located within the Romoland Master Drainage Plan watershed area. There are no existing storm drain facilities adjacent to the Project site but the Project site is naturally tributary to the Romoland Master Drainage Plan (MDP) Line A-11 facility. Onsite runoff would be conveyed throughout the site via proposed curb and gutters and captured by a network of drainage inlets that convey captured flows towards an underground storage chamber before being pumped to a proposed biotreatment device for water quality treatment. Treated stormwater would then gravity flow to a proposed storm drain line in Trumble Road, which connects to City of Perris Line A (City Line A) in Illinois Avenue. City Line A connects to MDP Line A-11 which ultimately connects to MDP Line A.

Offsite flows tributary to the Project site, from east of Sherman Road, would sheet flow from Sherman Road across the Project site. along the northerly boundary, to Trumble Road. Catch basins would be added in Trumble Road to collect and convey offsite flows to the proposed storm drain line in Trumble Road, which would connect to existing City Line A in Illinois Avenue. A second storm drain line parallel to City Line A in Illinois Avenue may be included to provide additional capacity should the City of Perris require.

As an alternative to the proposed storm drain system with respect to capturing offsite flows, these flows may instead be collected via proposed catch basins in Sherman Road and conveyed via a public storm drain line along the northern portion of the Project site to a second underground storage chamber system located on the west side of the Project site. Offsite flows would then be pumped out of the storage system and confluence with the onsite flows in the proposed storm drain line in Trumble Road and continue from there, as described above.

The Project applicant would construct offsite drainage facilities traveling north of the Project site in Trumble Road to Illinois Avenue to connect to the existing MDP Line A-11 (an existing 36-inch to 48-inch reinforced concrete pipe). These improvements may encroach into the City of Menifee.

Hence, the Project would construct onsite drainage improvements as well as offsite drainage improvements along the western side of Trumble Road north of the Project site to Illinois Avenue from Trumble Avenue to I-215 in order to connect to MDP Line A-11 and ultimately MDP Line A. The Project would be generally consistent with the Romoland MDP since flows will ultimately drain to MDP facility Line A. It is anticipated that construction of any off-site drainage facilities would occur within the roadway right-of-way.

1.6.5 Utilities

Future development of the proposed Project site would require utility services provided by the purveyors identified in **Table 1.0-B, Utility Purveyors**, below.

Table 1.0-B, Utility Purveyors

Services Provided	Purveyor
Water/Recycled Water	EMWD
Sewer	EMWD
Telephone	Verizon/Frontier
Electricity	Southern California Edison
Natural gas	Southern California Gas Company
Solid Waste Disposal	CR&R Disposal
Cable Television/Internet	Frontier Communications

There are existing utilities in the surrounding and offsite roadways as follows:

- Ethanac Road – There are two existing power poles located along Ethanac Road that would be undergrounded as part of roadway improvements. Ethanac Road includes existing 2-inch and 6-inch gas lines. There are also existing overhead utility and power poles along the south side of the roadway but these would remain in place since this area is not along the Project frontage,
- Sherman Road – There is an existing telephone and 2-inch gas line in Sherman Road as well as an existing overhead utility along the eastern side of the roadway.
- Trumble Road – Trumble Road includes an existing 2-inch gas line, telephone, and electricity.
- Illinois Avenue – There is an existing 2-inch gas line in Illinois Avenue.

1.7 Offsite Improvements

Offsite improvements are associated with storm drain facilities and roadway improvements as reflected in **Figure 1.0-2**, above. Drainage improvements would require an extension of City Line A, located along the west side of Trumble Road. Drainage improvements would extend from the Project site north in Trumble Road to Illinois Avenue and then west to I-215 in order to connect to existing MDP Line A-11 and ultimately MDP Line A as discussed in Section 3.4.4 above. Construction of this line and repaving of Trumble Road would require an encroachment permit from the City of Menifee since improvements may extend slightly beyond the centerline and for construction traffic control. The Project may also be required to improve the intersection of Ethanac and Trumble Roads along frontage of the not-a-part parcel identified on the Development Plan. These improvements would also require an encroachment permit from the City of Menifee for construction traffic control and potential encroachment over the roadway centerline.

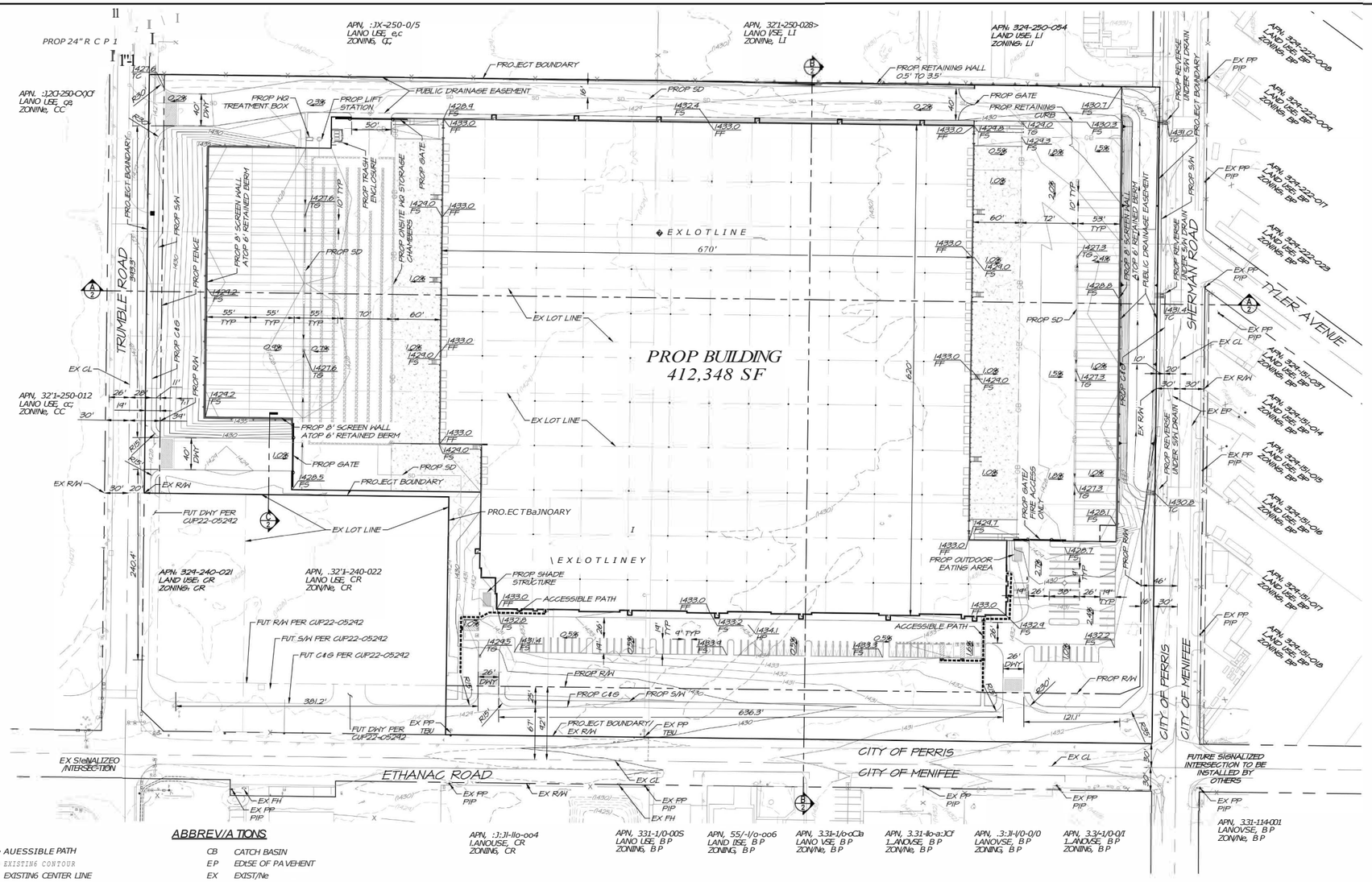
1.8 Construction and Site Preparation

Project site construction would involve grading and earthwork within the site boundaries to accommodate the proposed warehouse structure, infrastructure, appurtenances, and associated parking areas as reflected in **Figure 1.0-22, Proposed Conceptual Grading Plan**. The proposed warehouse building includes concrete tilt-up wall construction. Nighttime pouring of concrete is anticipated during summer months. The Project site would provide 15,600 cubic yards of cut and 66,100

cubic yards of fill; hence Project development would require 50,500 cubic yards of soil import. Construction of potential offsite infrastructure such as storm drain facilities are also anticipated.

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

Project construction would not be phased and is anticipated to begin in Fall 2024. Construction is anticipated to be completed in 2025. This construction schedule represents a “worst-case” analysis. The duration of construction activity (and associated equipment) represents a reasonable approximation of the expected construction activities as required per the State CEQA Guidelines.



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Figure 1.0-22 Proposed Conceptual Grading

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1.9 Airport Land Use Consistency Determination

The Project site is located within Zone D of the MARB/IPA ALUCP. As such, the Project has been reviewed by the Riverside County Airport Land Use Commission (ALUC) to ensure compatibility with the MARB/IPA ALUCP. The ALUC determined via a public hearing on June 8, 2023, that the Project is consistent with the MARB/IPA ALUCP. Due to a site plan change which placed the basin underground to provide more truck trailer parking subsequent to the June 2023 hearing, the site plan was reviewed again by ALUC staff pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan and was determined by the ALUC Director to be consistent on August 22, 2023.

1.10 Sustainability Features

The Project would meet or exceed all applicable standards under California's Green Building Code (CalGreen) and the Building Energy Efficiency Standards contained in Title 24in addition to complying with the applicable policies within the City's Good Neighbor Guidelines out lined below in Section 3.9.1 – Good Neighbor Guidelines. The Project would implement concepts of efficient design and material use that are consistent with the LEED green building rating system. This would be accomplished by incorporating, at a minimum, the following sustainability features or other features that are equally efficient:

Energy Efficiency

- Design building shells and components, such as windows, roof systems and electrical systems to meet California Title 24 Standards for nonresidential buildings.
- Design buildings to implement U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) features. This includes design considerations related to the building envelope, heating, ventilation, and air conditioning (HVAC), lighting, and power systems. Additionally, the architectural expression such as roofs and windows in the buildings will relate to conserving energy.
- Install energy efficient light-emitting diodes (LED) lighting on the site. Provide skylights for natural daylight to reduce the lighting load, therefore saving energy. Lighting will incorporate motion sensors that turn them off when not in use.
- Meet City minimum landscape requirements and provide adequate landscape shade for the site to reduce energy use.
- Install light-colored roofing materials over office area spaces and light-colored paving materials.
- For future office space, install energy efficient HVAC systems (seasonal energy efficiency ratio (SEER) 13), appliances and equipment, and control systems that are Energy Star ® rated.
- For future office improvement, refrigerants and HVAC equipment will be selected to minimize or eliminate the emission of compounds that contribute to ozone depletion and global climate change. Ventilation and HVAC systems will be designed to meet or exceed the minimum outdoor air ventilation rates described in the American Society of Heating, Refrigeration, and Air Conditioning Engineers (ASHRAE) standards and/or per California Title 24 requirements.
- Incorporate Energy Star ® rated space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.

Water Conservation and Efficiency

- Surface parking lots will be landscaped in accordance with City standards to reduce heat island effect.
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance and Chapter 19.70 (Landscaping) of the Perris Municipal Code.
- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.
- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff in accordance with City Standards.
- Provide education about water conservation and available programs and incentives to the building operators to distribute to employees.

Solid Waste Measures

- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11.
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410.1 of the California Green Building Standards Code Part 11.
- The property operator will provide readily available information provided by the City for employee education about reducing waste and available recycling services.

Transportation and Motor Vehicles

- Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485.
- Provide electric vehicle (EV) infrastructure and facilitate EV charging in accordance with Section 5.106.5.3 Electric Vehicle Charging Requirements, of the California Green Building Standards Code Part 11. Accordingly, the Project would provide 27 EV-capable parking spaces and at least 6 of these would be equipped with EV charging stations at Project opening.
- Signage shall be posted onsite directing truck drivers to use existing City truck routes on Ethanac Road.
- Provide Class II bike lanes on Ethanac Road, within the Project's frontage, per the City's Active Transportation Plan.
- Provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience in compliance with Section 5.106.4 of the California Green Building Standards Code Part 11 and standard City code requirements.

Onsite Equipment and Loading Docks

- The Project owner will inform building operators of existing requirements to turn off equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than 5 minutes. Truck idling shall not exceed 5 minutes in time. All facilities will post signs (both interior and exterior facing signs, including signs directed at all dock and delivery areas)

requiring that trucks shall not be left idling for more than 5 minutes pursuant to Title 13 of the California Code of Regulations, Section 2485, which limits idle times to not more than five minutes and to report violations to the California Air Resources Board, the South Coast Air Quality Management District, and the building manager.

- Service equipment (i.e., yard trucks and forklifts) used within the site shall be electric or powered by other alternative fuels.

Construction

- Require Construction Equipment to Turn Off When Not in Use per Title 13 of the California Code of Regulations, Section 2449.
- Use regionally produced and/or manufactured building materials, where feasible, for Project construction.
- Use “green” building materials where feasible, such as those materials that are resource efficient and recycled and manufactured in an environmentally friendly way.

1.10.1 Good Neighbor Guidelines

The City of Perris adopted the Good Neighbor Guidelines (Perris GNG) for Siting New and/or Modified Industrial Facilities in 2022 that aim to balance economic growth, industrial development, and business success while implementing methods for the reduction of potential negative impacts on sensitive receptors. The Perris GNG goals and recommended policies formalize what is expected from industrial development, particularly those closer to sensitive receptors.

The following list contains the recommended policies from the Perris GNG that are applicable to the Project and would be implemented:

- Any industrial project over 400,000 square feet in size or requiring the preparation of an Environmental Impact Report (EIR) shall be designed to meet the requirements of LEED Silver Certification whether or not certification is pursued. Documentation shall be provided to the City demonstrating compliance.
- Building massing shall be consistent with the City's Industrial Design Guidelines to reduce visual dominance on adjacent/nearby sensitive receptors.
- Truck loading bays and drive aisles shall be designed to minimize truck noise.
- All lighting used in conjunction with a warehouse/ distribution facility operation shall be directed down into the interior of the site and not spill over onto adjacent properties.
- 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.
- Comply with the Perris Municipal Code regarding parking limitations for commercial vehicles greater than 10,000 pounds or more.
- 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 public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.
- No parking shall be permitted in the landscape setback area.
- Provide signage or flyers identifying where the closest restaurant, lodging, fueling stations, truck repair facilities, and entertainment can be found.

- All signs shall be legible, durable, and weather-proof. Posted signage would include:
    - Signs shall be installed to identify onsite circulation and off-site parking prohibitions and should identify designated areas for parking and maintenance.
    - 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.
    - 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.
- The developer shall plant one 24-inch box tree per 2,500 square feet of building size including irrigation lines and controllers at an off-site location to be determined by the City (i.e., City right-of-way, parks, etc.) or provide funding equivalent to such cost at the discretion of the City, prior to issuance of the building permit.
- 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). A driver of a vehicle shall turn off the engine upon stopping at a destination.
    b) Designing facilities with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets.
    c) Providing ingress and egress for trucks away from sensitive receptors and locate loading docks and internal circulation away from sensitive receptors.
    d) For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for 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 ZE (Zero Emissions) with the necessary electrical charging stations provided or be powered by alternative technology.
    f) Passenger vehicles parking should be separated from enclosed truck parking/truck court and have separate primary access.
    g) At least 10 percent of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5 percent of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV 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.
- 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.
- On-site speed bumps shall not be allowed, except at security/entry gates.
- Warehouses greater than 100,000 square feet are required to directly reduce nitrogen and diesel particulate matter emissions (SCAQMD Rule 2305).

- Buildings over 400,000 square feet shall install solar panels so 100 percent of the power is supplied to the office area of the facility unless it is restricted due to the March Air Force Base Accident Potential Zone.
- Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks. Equipment operator of a TRU shall not cause a TRU to operate while stationary unless the vehicle is lawfully parked and not within 500 feet of a school, unless the operator is actively engaged in the process of loading or unloading cargo or is waiting in a queue to load or unload for a period not to exceed 2 hours.
- Pursuant to CARB's Truck and Bus Regulation, 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 City of Perris.
- Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.
- 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).
- The facility operator shall abide by the truck routing plans, consistent with the City of Perris Truck Route Plan.
- Adequate turning movements at entrance and exit driveways shall be provided, subject to City approval.
- Truck traffic shall be routed to impact the least number of sensitive receptors.
- To the extent possible, establish separate entry and exit points within a warehouse/distribution facility for trucks and vehicles to minimize vehicle/truck conflicts.
- 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 streets are prohibited. Commercial trucks and/or trailers shall not be parked on the public right of way or adjacent to sensitive receptors.
- Establish overnight parking within the warehouse/distribution center where not visible from the public right-of-way.
- 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.
- Percentage of landscaping for projects in the General Industrial (GI) and Light Industrial Zones shall be increased from 10 and 14 to 15 percent.
- Loading areas shall be screened with a 14-foot-high decorative block wall, architecturally consistent with the building, and an 8-foot high berming in front of the wall to soften the view of the wall from the public right of way.
- Loading areas shall be screened with a 14-foot-high decorative block wall, architecturally consistent with the building, and an 8-foot high berming in front of the wall to soften the view of the wall from the public right of way.
- The architecture of the building shall include at least two decorative materials (e.g., stone, brick, metal siding, etc.) and consist of a variation in plane and form, varied roof lines, pop-outs, recessed features, which are intended to result in interior and exterior areas that can be used by the general public, visitors, and employees.

- Sites shall be densely screened with landscaping along all bordering streets and adjacent/across the street from sensitive receptors. Trees along the landscape setbacks shall be at least 48 inch box in size and range in height between 14 and 25 feet be Trees should be planted a distance of 20 feet on center. Fifty percent of the landscape screening shall include a minimum of 36-inch box, evergreen trees. Palm trees shall not be utilized. All landscaping shall be irrigated for the life of the facility.
- An additional wing wall shall be installed perpendicular to the loading dock areas, where feasible, to further attenuate noise related to truck activities and address aesthetics related to loading area when adjacent to sensitive receptors. Vines or other appropriate plant material should be planted in front of the screen walls to soften views from the street.
- Provide adequate notification to all owners of real property on the latest records of the County Assessor within 500 feet of the real property. or at least 25 property owners, whichever is greater, for all required public notices pertaining to a warehouse project's entitlement.
- Facility operators shall train their managers and employees on efficient scheduling and load management and to eliminate unnecessary queuing and idling trucks and 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.
- Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SCAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.
- Provide informational flyers and pamphlets for truck drivers about the health effects of diesel particulates and importance of being a good neighbor.
- Encourage facility owners/management to coordinate an outreach program that will educate the public and have site visits with neighbors and the community to view measures taken to reduce/and or eliminate diesel particulate emissions.
- Provide facility owners/management with information from CARB and SCAQMD and encourage the utilization of resources provided by those agencies.
- Applicant shall engage in a community outreach effort to determine issues of concern during the project entitlement process.
- Applicant and City staff 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.
- Applicant and City staff 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.
- 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.
- In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.
- 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 off road construction equipment may be utilized. Construction contractors shall utilize construction equipment with properly operating and maintained mufflers, consistent with manufacturer's standards.

- Construction contractors shall locate or park all stationary construction equipment away from sensitive receptors nearest the project site, to the extent practicable.
- Appropriate dust control measures that meet the SCAQMD Rule 403 standards shall be implemented for grading and construction activity. Such measures shall include sweeping the surrounding streets on a regular basis to remove any construction related debris and dirt.
- Construction equipment maintenance records and data sheets, as well as any other records necessary to verify compliance with CARB standards shall be kept on site and furnished to the City of Perris upon request.
- 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.
- Minimize noise from construction activities.
- The maximum daily disturbance area (actively graded area) shall be determined by the Air Quality Study.
- 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.
- 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.
- In compliance with CEQA, conduct SCAQMD California Emissions Estimator Model (CalEEMod) and Emission Factors (EMFAC) computer models to identify the significance of air quality impacts on sensitive receptors and 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.
- Require Health Risk Assessments for industrial uses within 1,000 feet of sensitive receptors in accordance with AQMD guidelines.
- 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.
- Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.
- Require signage about CARB regulations.
- Require the use of low Volatile organic compounds (VOC) paints and coatings (SCAQMD Rule 1113).

1.11 Discretionary Actions and Approvals

The EIR serves as an informational document for use by public agencies, the general public, and decision makers. This EIR discusses the impacts of development and operation pursuant to the proposed Project and related components and analyzes Project site alternatives. This EIR will be used by the City of Perris and responsible agencies in assessing impacts of the proposed Project. The following approvals and permits are required from the City of Perris to implement the proposed Project:

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

- **General Plan Amendment** (GPA), Case No. PLN22-05326, to amend the City of Perris General Plan and redesignate the approximately 20-acre site from Community Commercial to Light Industrial (LI);
- **Change of Zone** (CZ), Case No. PLN22-05327, to rezone the approximately 20-acre site from Commercial Community Commercial to Light Industrial (LI);
- **Tentative Parcel Map** No. 38600 (TPM), Case No. PLN22-05328, to consolidate the existing ten (10) parcels at the Project site into one parcel and to dedicate portions of Tumble Road, Sherman Road, and Ethanac Road right-of-way; and
- **Development Plan Review** (DPR) 22-00030, to develop the approximately 20-gross-acre site with a 412,348-square-foot building consisting of a high-cube speculative warehouse for distribution uses. It is anticipated that 50,000 square feet of the building could be utilized for cold-refrigerated storage and 15,000 square feet would be utilized for supporting office uses. In addition to the approximately 20-acre site, approximately 12 additional gross acres of offsite improvements are included.

Other non-discretionary actions anticipated to be taken by the City at the staff level as part of the proposed Project include:

- Review and approval of all infrastructure plans, including street and utility improvements pursuant to the conditions of approval;
- Review all on and offsite plans, including grading and on and offsite utilities; and
- Approval of a preliminary Water Quality Management Plan (WQMP) to mitigate post-construction runoff flows.

Approvals and permits that may be required by other agencies include:

- Riverside County Airport Land Use Commission – Consistency Determination with MARB/IPA ALUCP; ALUC determined via a public hearing June 8, 2023, that the Project is consistent with the MARB/IPA ALUCP. Due to a site plan change which placed the basin underground to provide more truck trailer parking subsequent to the June 2023 hearing, the site plan was reviewed again by ALUC staff pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan and was determined by the ALUC Director to be consistent on August 22, 2023.
- Santa Ana Regional Water Quality Control Board – A National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened;
- South Coast Air Quality Management District – Approval of permits to install and operate a diesel-powered fire water pump backup generator and compliance with the Indirect Source Rule (Rule 2305) for warehouse owners and operators;
- Eastern Municipal Water District – Approval of water and sewer improvement plans;
- Permits or associated approval by other utility agencies, as necessary, for installation of new utility infrastructure or connections to existing facilities;
- Riverside County Flood Control and Water Conservation District – Encroachment permits and approval of construction of the Romoland MDP storm drain line; and

- City of Menifee – Encroachment permits and approval of construction related to roadway improvements along Sherman Road and Ethanac Road, as well as roadway improvements related to the connection of the Romoland MDP storm drain line for a portion of Trumble Road north of the Project site to Illinois Avenue.

1.12 Areas of Controversy and Issues to be Resolved

An Initial Study was prepared by the City of Perris Planning Department to assess the Project's potential to result in significant environmental impacts. A Notice of Preparation (NOP), which included the Initial Study, was circulated to 41 responsible agencies and interested parties. A notice advising of the availability of the NOP was posted by the Riverside County Clerk from September 22, 20203 to October 23, 2023. The NOP was posted at the California State Clearinghouse on September 22, 2023.

In accordance with Section 15082(c)(1) and Section 15083 of the CEQA Guidelines, a public scoping meeting was held on October 18, 2023, at the City of Perris – Council Chambers, 101 N. D Street, Perris CA 92570.

Copies of the NOP (including the Initial Study) and NOP distribution list are located in Appendix A. Copies of comments regarding the NOP received by the City of Menifee Planning Department are also included in Appendix A.

By the close of the 30-day public review period on October 23, 2023, 11 comments in response to the IS/NOP were received from the following and discussed in further detail in *Section 2.5.1 – NOP Comments* of this Draft EIR:

- Native American Heritage Commission
- CARE CA #1
- Agua Caliente Band of Cahuilla Indians
- Rincon Band of Luiseno Indians
- State of California Department of Justice, Attorney General
- California Department of Fish and Wildlife (CDFW)
- CARE CA #2
- Riverside Transit Agency (RTA)
- South Coast air Quality Management District (SCAQMD)
- City of Menifee
- Brittany Conner

In accordance with Section 15123(b)(2) of the State *CEQA Guidelines*, areas of controversy known to the Lead Agency including issues raised by agencies and the public shall be identified in the EIR. Section 15123(b)(3) of the State *CEQA Guidelines* requires that an EIR identify issues to be resolved. The thresholds used to determine whether or not effects are significant are included in the "Thresholds of Significance" section for each topic discussion in this EIR.

1.13 Summary of Environmental Impacts

The following table, **Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program**, provides a summary of impacts related to the proposed project. The table identifies significant environmental impacts resulting from the project pursuant to the State CEQA Guidelines Section 15123(b)(1).

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
IMPACT Category: Aesthetics (Mitigation Measures brought forth from Initial Study)				
Would the proposed Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? *The Project would result in a less than significant impact.*	**MM AES-1**: Prior to issuance of grading permits, the Project developer shall provide evidence to the City of Perris that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage by one foot candle to surrounding properties outside of the staging area or direct broadcast of security light into the sky.	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
IMPACT Category: Air Quality				
Would the project conflict with or obstructing of implementation of the applicable air quality? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
Would the project Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
The Project may result in a potentially significant impact.				
Would the project expose sensitive receptors to substantial pollutant concentration? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
IMPACT Category: Biological Resources (Mitigation Measures brought forth from Initial Study)				
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 Game or U.S. Fish and Wildlife Service? *The Project may result in a potentially significant impact.*	**MM BIO-1: Preconstruction Survey for Nesting Birds.** In order to avoid violation of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503, 3503.5, and 3513, site preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species. If site-preparation activities are proposed during the nesting/breeding season, the Project proponent shall retain a qualified biologist to conduct a	No more than 3 days prior to initiation of grading	Developer / Biologist	Less Than Significant

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	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. The nest surveys shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. The survey results shall be provided to the City's Planning Division. The Project proponent shall adhere to the following: The Project proponent shall designate a biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and			

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures. Pre-activity field surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project development activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate. If no nesting birds are observed during the survey, site preparation and construction activities may begin conducted during the nesting/breeding season. However, if active nests (including nesting raptors) are located then avoidance or			

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	minimization measures shall be undertaken in consultation with the City of Perris and the CDFW. Measures shall include immediate establishment of an appropriate buffer zone to be established by a qualified biologist, and approved by the City of Perris, based on their best professional judgement and experience. The buffer around the nest shall be delineated and flagged, and no construction activity shall occur within the buffer area until a qualified biologist determines nesting species have fledged and the nest is no longer active or the nest has failed. 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			

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The onsite 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 City of Perris Planning Division for mitigation monitoring compliance record keeping.			
	MM BIO-2: Preconstruction Surveys for Western Burrowing Owl. 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 initial ground-disturbing activities (e.g., vegetation clearing, clearing, and grubbing, grading, tree	No more than 30 days prior to the initiation of ground-disturbing construction	Developer / Biologist	Less Than Significant

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	removal, site watering, equipment staging) at 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, a pre-construction survey for resident burrowing owls shall also be conducted within three days prior to commencement. If burrowing owls are observed during the Migratory Bird Treaty Act (MBTA) nesting bird survey (mitigation measure MM BIO-1, to be conducted within three days of ground disturbance or vegetation clearance, the observation shall be reported to the CDFW and the US Fish and Wildlife Service (USFWS). If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP.			

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	If burrowing owl are not detected during the pre-construction survey, no further mitigation is required. If burrowing owl are detected, the CDFW shall be sent written notification within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the Project applicant shall not commence activities until no sign is present that the burrows are being used by adult or juvenile owls or following CDFW approval of a Burrowing Owl Plan as described below. If owl presence is difficult to determine, a qualified biologist shall monitor the burrows with motion-activated trail cameras for at least 24 hours to evaluate burrow occupancy. The qualified biologist and Project applicant shall coordinate with the City of Perris Planning Division, the US Fish and Wildlife Service (USFWS), and the CDFW to develop a Burrowing Owl Plan to be approved by the City in			

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	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 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 permittee 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			

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	Plan. The letter shall be submitted to CDFW prior to the start of project activities. The onsite qualified biologist will verify the nesting effort has finished according to methods identified in the Burrowing Owl Plan. When the biologist determines that burrowing owls are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, Project activities may begin.			
	MM BIO-3: Burrowing Owl Plan. If burrowing owl are discovered to occupy the Project Site after Project activities have started, then construction activities shall be halted immediately. The Project proponent shall notify the CDFW and the USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed in mitigation measure MM BIO-1, shall be implemented. The Burrowing Owl Plan shall be submitted to the CDFW for review and approval within two weeks of detection and no Project activity shall continue within 1,000 feet of the burrowing owls until the CDFW approves the Burrowing Owl Plan. The Project proponent shall be responsible for implementing appropriate avoidance and mitigation measures, including burrow avoidance, passive	*Prior to Grading*	Developer / Biologist	Less Than Significant

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	or active relocation, or other appropriate mitigation measures as identified in the Burrowing Owl Plan.			
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? *The Project may result in a potentially significant impact.*	See **MM BIO-1** thru **MM BIO-3** above	See **MM BIO-1** thru **MM BIO-3** above	See **MM BIO-1** thru **MM BIO-2** above	Less than significant
IMPACT Category: Cultural Resources				
Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
Would the Project cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5? *The Project may result in a potentially significant impact.*	**MM CR-1: Archaeological Resource - Monitoring.** Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the	During Construction	Developer / Archaeologist	Less than significant

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site project improvement areas until the archaeologist has been approved by the City. The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment within a 50-foot radius of the find to allow time for the recording and removal of the resources. Work may continue outside of the 50-foot radius. The Project proponent/developer shall also enter into an agreement with either the Soboba Band of Luiseño Indians or, the Pechanga Band of Luiseño Indians, or the Agua Caliente Band of Cahuilla Indians for a Luiseño Native American tribal representative (observer/monitor) to work along with the consulting archaeologist. This tribal representative will assist in the identification of Native American resources and will act as a			

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	representative between the City, the Project proponent/developer, and Native American Tribal Cultural Resources Department. The Luiseño Native American tribal representative(s) should be on-site during all ground-disturbing of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, etc. The Native American tribal representative(s) should be on-site any time the consulting archaeologist is required to be on-site. Working with the consulting archaeologist, the Native American representative(s) shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are on-going. The agreement between the proponent/developer and the Luiseño Native American tribe shall include, but not be limited to: ▪ An agreement that artifacts will be reburied on-site and in an area of permanent protection; ▪ Reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist;			

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	▪ Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and ▪ The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation. The Project proponent/developer shall submit a fully executed copy of the agreement to the City of Perris Planning Division to ensure compliance with this condition of approval. Upon verification, the City of Perris Planning Division shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure. In the event that archaeological resources are discovered at the			

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	Project site or within the off-site Project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner shall commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist. If any Native American artifacts are identified when Native American tribal representatives are not present, all reasonable measures shall be taken to protect the resource(s) in situ and the City Planning Division and Native American tribal representative(s) shall be notified. The designated Native American tribal representative will be given sufficient time to examine the find. If the find is determined to be of sacred or religious value, the Native American tribal representative will			

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	work with the City and project archaeologist to protect the resource in accordance with tribal requirements as may be feasible. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts s. In the event that human remains are discovered at the project site or within the off-site project improvement areas, mitigation measure MM CR-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 would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist. Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal			

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	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 Native American tribal representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division. A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, Eastern Information Center (EIC) and the Native American tribe(s) involved with the Project.			
Would the Project disturb any human remains, including those interred outside of formal cemeteries *The Project may result in a potentially significant impact.*	**MM CR-2: Human Remains.** 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	During Construction	Developer / Archaeologist	Less than significant

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	construction contractors, project archaeologist, and/or designated Native American tribal representative shall immediately stop all activities within 100 feet of the find. Work outside of the 100-foot radius may continue.The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). If the coroner determines that the remains are of Native American origin, the coroner shall notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Native American tribal representative(s) at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the 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			

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98l and 5097.94(k)). The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).			
IMPACT Category: Energy				
Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
IMPACT Category: Geology and Soils				
Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? *The Project may result a potentially significant impact.*	**MM GEO-1: Worker's Environmental Awareness Program (WEAP).** Prior to the start of the proposed Project activities, all field personnel will receive a worker's	Prior to Grading Permit	Developer / Paleontologist	Less Than Significant

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	environmental awareness training on paleontological resources. The training will provide a description of the laws and ordinances protecting fossil resources, the types of fossil resources that may be encountered in the Project area and offsite, the role of the Paleontological Monitor, outline steps to follow if a fossil discovery is made and provide contact information for the Project Paleontologist. The training shall be developed by the Project Paleontologist and can be delivered concurrent with other training including cultural, biological, safety, et cetera.			
	MM GEO-2: Paleontological Mitigation Monitoring. Prior to the issuance of grading permits, the project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any project-related subsurface excavations. Selection of the paleontologist shall be subject to approval of the City of Perris Planning	Prior to Grading Permit	Developer / Paleontologist	Less Than Significant

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	Manager and no grading activities shall occur at the project site or within the off-site project improvement areas until the paleontologist has been approved by the City. Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens. Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the			

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	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.			
IMPACT Category: Greenhouse Gas				
Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
IMPACT Category: Hydrology and Water Quality				
Would the Project violate any water quality standards or waste discharge requirements	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
or otherwise substantially degrade surface or ground water quality? *The Project would result in a less than significant impact.*				
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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
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 exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
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 impede or redirect flood flows? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
IMPACT Category: Land Use				
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? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
IMPACT Category: Noise				
Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project area in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? *The Project may result in a potentially significant impact.*	**MM NOISE-1:** Prior to occupancy, applicant shall limit cold storage loading and unloading activities to the western side of the Project site along the building's western dock area during all hours of operation**.**	Prior to grading occupancy	Developer	Less Than Significant
Would the Project generate exercise groundborne vibration or groundborne noise levels? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
IMPACT Category: Transportation and Traffic				
Would the Project conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? *The Project may result in potentially significant project and cumulative impacts.*	**MM TRANS-1: Voluntary Commute Trip Reduction.** Prior to occupancy, the Project tenant shall implement a Voluntary Commute Trip Reduction (CTR) marketing measure to encourage alternative transportation modes such as carpooling. Potential CTRs may include, but are not limited to, on-site and/or online commute information services on local transit options or ride-share coordination amongst employees.	*Prior to Occupancy*	*Developer*	Significant and Unavoidable. A Statement of Overriding Considerations is required prior to Project approval.
	MM TRANS-2: Carpool/Vanpool. Prior to occupancy, the Project shall be designed to provide designated carpool/vanpool parking in desirable locations on the Project site to encourage employees to rideshare.	*Prior to Occupancy*	*Developer*	Significant and Unavoidable. A Statement of Overriding Considerations is required prior to Project approval
IMPACT Category: Tribal Cultural Resources				
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that	See **MM CR-1** and **MM CR-2** above.	See **MM CR-1** and **MM CR-2** above.	See **MM CR-1** and **MM CR-2** above.	Less than significant

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resource Code section 5020.1(k)? *The Project may result in a potentially significant impact.*				
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is 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 Resource 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? *The Project may result in a potentially significant impact.*	See **MM CR-1** and **MM CR-2** above.	See **MM CR-1** and **MM CR-2** above.	See **MM CR-1** and **MM CR-2** above.	Less than significant
IMPACT Category: Utility and Service System				

Table 1.0-A, Draft EIR Impact Summary Matrix/Mitigation Monitoring Program

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
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? *The Project would result in a less than significant impact*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less than significant *Mitigation not required*

1.1 Summary of Project Alternatives

The Project objectives allow for the analysis of reasonable alternatives to the proposed Project. A range of reasonable alternatives, both on- and off-site, that would feasibly attain most of the basic Project objectives, while avoiding or substantially lessening the significant effects of the Project, must be analyzed per *CEQA Guidelines* Section 15126.6, which identifies the parameters within which consideration and discussion of alternatives to a proposed project should occur. 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, pursuant to Section 15126.6. This Draft EIR evaluates: Alternative 1) No Project/Development of Existing Land Use and Alternative, 2) Reduced Project Size/Relocated Truck Parking Alternative, and 3) Business Park Alternative.

Table 1.0-B, Comparison of Impacts from Project Alternatives, gives a summary of all Project alternatives considered in detail in the Draft EIR and identifies the areas of potential environmental effects per CEQA and ranks each alternative as less, same, or greater than the proposed Project with respect to each area.

Table 1.0-B, Comparison of Impacts from Project Alternatives

Environmental Issue	Proposed Project	Alternative 1 No Project/Development of Existing Land Use	Alternative 2 Reduced Project Size/ Relocated Truck Parking	Alternative 3 Business Park
Air Quality	The Project would not exceed regional thresholds and would not result in violations. Project related air quality impacts would be less than significant. Cumulative impacts would be not considerable since the Project emissions would not exceed regional thresholds. Therefore, the Project's contribution to air quality impacts would not be cumulatively considerable.	**Greater –** Alternative 1 would develop the Project site with a higher intensity use. With respect to short term construction emissions, under this Alternative emissions of NOx may increase compared to the proposed Project since the Perris Good Neighbor Guidelines which require the use of cleaner Tier 4 construction equipment does not apply to non-industrial projects. Therefore, construction emissions would be greater than the proposed Project. Additionally, while potential health risk impacts may be reduced since truck traffic is reduced, passenger vehiclular trips would substantially increase. As such, long-term operational emissions would be greater	**Less –** Since Alternative 2 would be a reduced project size, a reduction in long-term operation emissions from truck and car trips are anticipated. Thus, air quality impacts would be less than that of the proposed Project.	**Greater –** Alternative 3 would develop the Project site with a higher intensity use. With respect to short term construction emissions, under this Alternative increased emissions of NO_x may increase compared to the proposed Project since the Perris Good Neighbor Guidelines requiring the use of cleaner Tier 4 construction equipment do not apply to non-industrial projects. Therefore, construction emissions may be greater than the proposed. Additionally long-term operational emissions would result in an increase in truck and passenger traffic resulting in an overall increase in vehicular trips. Thus, air quality impacts would be greater than that of the proposed Project

Table 1.0-B, Comparison of Impacts from Project Alternatives

Environmental Issue	Proposed Project	Alternative 1 No Project/Development of Existing Land Use	Alternative 2 Reduced Project Size/ Relocated Truck Parking	Alternative 3 Business Park
		and may exceed South Coast Air Quality Management District operational thresholds of significance. Thus, air quality impacts would be greater than that of the proposed Project.		
Cultural Resources	The Project has a potential to uncover unknown buried cultural resources during development. Thus, the Project shall comply with mitigation measures **MM CR-1** and **MM CR-2** to reduce project related impacts to unknown potentially significant cultural resources to less than significant. Cumulative impacts have the potential of occurring during development as cumulative development project may uncover unknown buried cultural	**Similar –** Under Alternative 1 construction of the site would still occur thus, cultural resource impacts would be similar to that of the proposed Project.	**Similar –** Under Alternative 2 construction of the site would still occur thus, cultural resource impacts would be similar to that of the proposed Project.	**Similar –** Under Alternative 3 construction of the site would still occur thus, cultural resources impacts would be similar to that of the proposed Project.

Table 1.0-B, Comparison of Impacts from Project Alternatives

Environmental Issue	Proposed Project	Alternative 1 No Project/Development of Existing Land Use	Alternative 2 Reduced Project Size/ Relocated Truck Parking	Alternative 3 Business Park
	resources. Thus, all cumulative projects shall be required to comply with the City's standard mitigation measure, as applicable. Therefore, the Project's contribution to cultural resource impacts would not be cumulatively considerable.			
Energy	The Project would meet or exceed all the applicable State and Local standards through implementation of the Project design features and Perris Good Neighbor Guidelines. Thus, project related energy impacts would be less than significant. The analysis presented in *Section 5.3 – Energy*, of this Draft EIR, is cumulative in nature. Thus, if an individual project does not result in wasteful or inefficient	**Greater –** Alternative 1 would develop the Project site with a higher intensity use. Therefore, there would be an increase in total vehicle trips in comparison to the proposed Project. Thus, energy related impacts would be greater than that of the proposed Project.	**Less –** Since Alternative 2 would be a reduced project size, a reduction in vehicle trips is anticipated. Thus energy related impacts would be less than that of the proposed Project.	**Greater –** Alternative 3 would develop the Project site with a higher intensity use. Therefore, would be an increase in vehicle trips in comparison to the proposed Project. Thus energy related impacts would be greater than that of the proposed Project.

Table 1.0-B, Comparison of Impacts from Project Alternatives

Environmental Issue	Proposed Project	Alternative 1 No Project/Development of Existing Land Use	Alternative 2 Reduced Project Size/ Relocated Truck Parking	Alternative 3 Business Park
	energy use, potential cumulative impacts of that project are not cumulatively considerable. Therefore, the Project's contribution to energy impacts would not be cumulatively considerable.			
Geology and Soils	While the Paleontological Resource Assessment did not identify any paleontological resources on the Project site, during development potential resources may be discovered. Thus, the Project would be required to comply with mitigation measures **MM GEO-1** and **MM GEO-2** to reduce project specific impacts to unknown potential significant paleontological resources to less than significant.	**Similar –** Under Alternative 1 construction of the site would still occur thus, impacts to geology and soils would be similar to that of the proposed Project.	**Similar –** Under Alternative 2 construction of the site would still occur thus, impacts to geology and soils would be similar to that of the proposed Project.	**Similar –** Under Alternative 3 construction of the site would still occur thus, impacts to geology and soils would be similar to that of the proposed Project.

Table 1.0-B, Comparison of Impacts from Project Alternatives

Environmental Issue	Proposed Project	Alternative 1 No Project/Development of Existing Land Use	Alternative 2 Reduced Project Size/ Relocated Truck Parking	Alternative 3 Business Park
	Cumulative impacts have the potential of occurring during development as cumulative development project may uncover unknown buried paleontological resources. Thus, all cumulative projects shall be required to comply with the City's standard mitigation measure, as applicable. Therefore, the Project's contribution to geological impacts would not be cumulatively considerable.			
Greenhouse Gas Emissions	The Project would not exceed regional thresholds through the compliance of Project design features, state and local regulations. Thus, Project related greenhouse gas emission impacts would be less than significant.	**Greater –** Alternative 1 would develop the Project site with a higher intensity use. Short term construction emissions would be greater as would long-term operational emissions due to an increased number of vehicle trips. the GHG threshold of significance for non-	**Less –** Since Alternative 2 would be a reduced project size, a reduction in long-term operation emissions from truck and car trips are anticipated. Thus, greenhouse gas impacts would be less than that of the proposed Project.	**Greater –**Alternative 3 would develop the Project site with a higher intensity use. Short term construction emissions would be greater as would long-term operational emissions due to an increased number of vehicle trips. The GHG threshold of significance for non-

Table 1.0-B, Comparison of Impacts from Project Alternatives

Environmental Issue	Proposed Project	Alternative 1 No Project/Development of Existing Land Use	Alternative 2 Reduced Project Size/ Relocated Truck Parking	Alternative 3 Business Park
	Cumulative impacts would be not considerable since the Project emissions would not exceed regional thresholds. Therefore, the Project's contribution to greenhouse gas emission impacts would not be cumulatively considerable.	industrial uses is much lower (3,000 metric tons of carbon dioxide per year (MTCO2e) compared to 10,000 MTCO2e). Thus, total GHG emissions from Alternative 1 are expected to exceed the South Coast AQMD recommended threshold of significance. Thus, greenhouse gas impacts would be greater than that of the proposed Project.		industrial uses is much lower (3,000 metric tons of carbon dioxide per year (MTCO2e) compared to 10,000 MTCO2e). Thus, total GHG emissions from Alternative 3 are expected to exceed the South Coast AQMD recommended threshold of significance. Thus, greenhouse gas impacts would be greater than that of the proposed Project.
Hydrology	The Project would be required to comply with existing regulations, the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, Project related hydrology	**Similar –** Upon development of the site, hydrologic conditions would be altered and improved to City standards similar to that of the proposed Project. Thus, Alternative 1 would contribute to the construction of regional drainage infrastructure to alleviate flooding conditions in the Project vicinity. Therefore, impacts to	**Similar –** Upon development of the site, hydrologic conditions would be altered and improved to City standards similar to that of the proposed Project. Thus, Alternative 2 would contribute to the construction of regional drainage infrastructure to alleviate flooding conditions in the Project vicinity. Therefore, impacts to	**Similar –** Upon development of the site, hydrologic conditions would be altered and improved to City standards similar to that of the proposed Project. Thus, Alternative 3 would contribute to the construction of regional drainage infrastructure to alleviate flooding conditions in the Project vicinity. Therefore, impacts to

Table 1.0-B, Comparison of Impacts from Project Alternatives

Environmental Issue	Proposed Project	Alternative 1 No Project/Development of Existing Land Use	Alternative 2 Reduced Project Size/ Relocated Truck Parking	Alternative 3 Business Park
	impacts would be less than significant. Cumulative developments would be required to submit a Drainage Study and comply with existing regulations to provide sufficient drainage systems. Therefore, the Project's contribution to hydrology and water quality impacts would not be cumulatively considerable.	hydrology and water quality would be similar to those of the proposed Project.	hydrology and water quality would be similar to those of the proposed Project.	hydrology and water quality would be similar to those of the proposed Project.
Land Use	As part of the Project, General Plan Amendment (GPA) and a Change of Zone (CZ) is proposed. Through compliance with the General Plan polices, and the Perris Good Neighbor Guidelines project related impacts to land use would be less than significant.	**Similar –** Alternative 1 would be consistent with the General Plan land use designation and zoning designation for the project site. Thus, impacts to land use and planning would be similar to that of the proposed Project.	**Similar –** Alternative 2 development would require a General Plan Amendment and a change of zone to change land use designation and zoning from Community Commercial to Light Industrial. Thus, impacts to land use and planning would be similar to that of the proposed Project.	**Similar –** Alternative 3 development would require a General Plan Amendment, a change of zone and consistency analysis with the General Plan similar to the proposed Project. Thus, impacts to land use and plan would be similar to that of the proposed Project.

Table 1.0-B, Comparison of Impacts from Project Alternatives

Environmental Issue	Proposed Project	Alternative 1 No Project/Development of Existing Land Use	Alternative 2 Reduced Project Size/ Relocated Truck Parking	Alternative 3 Business Park
	Through approval of the proposed GPA and CZ the Project would be consistent with land use policies. Thus, proposed Project's contribution to land use and planning impacts is not cumulatively considerable. Therefore, cumulative impacts are not significant.			
Noise	Due to the Project's proximity to sensitive receptors the Project would be required to comply with mitigation measure **MM NOISE-1** in order to reduce project related noise impacts to less than significant. Cumulative noise impacts from vehicular trips would increase as a result of the Project. However, the Project traffic noise level would not exceed the CNEL standard. Thus, through	**Greater –** Alternative 1 would develop the Project site with a higher intensity use. Short term construction noise would remain similar to that proposed Project. However, operational and traffic noise levels would increase due to the increased number of total vehicular trips. Therefore, impacts to noise would be greater than that of the proposed Project.	**Less –** Since Alternative 2 would still develop the Project site short-tern construction noise would remain similar to the proposed Project site. However, due to the decrease in density operational traffic noise would be less. Therefore, impacts to noise would be less than that of the proposed Project.	**Greater –** Since Alternative 3 would develop the Project site as a Business Park, short-term construction noise would remain the same as the proposed Project. However, under Alternative 3, truck and passenger car trips would be increased. Therefore, operational traffic noise levels due to roadway noise would be greater. Thus, impacts to noise would be greater than that of the proposed Project.

Table 1.0-B, Comparison of Impacts from Project Alternatives

Environmental Issue	Proposed Project	Alternative 1 No Project/Development of Existing Land Use	Alternative 2 Reduced Project Size/ Relocated Truck Parking	Alternative 3 Business Park
	implementation of **MM NOISE-1**, the Project's contribution to cumulative noise would be less than significant. Therefore, the proposed Project's contribution to Noise impacts is not cumulatively considerable.			
Transportation	The Project would generate 792 trips daily. Project-related impacts to VMT would be significant and unavoidable after implementation of mitigation measures. Since project related VMT impacts cannot be reduced to less than significant, the Project's contribution to VMT impacts be cumulatively considerable.	**Less** – While there would be a substantial increase in traffic traveling to and from the Project site if it is developed under the existing land use designation, this Alternative is considered a local serving land use, meeting the VMT screening criteria per the City of Perris Transportation Impact Analysis Guidelines. As such, this Alternative would result in less VMT impacts in both project specific and cumulative conditions than the proposed Project.	**Less** – Since Alternative 2 would be a reduced project size, the number of average daily trips (464) would be less than the proposed Project. Therefore Project-specific transportation impacts would be less than result in less than the proposed Project.	**Greater**– This Alternative would result in an increase in traffic trips. Further, this Alternative would result in similar VMT impacts in both project specific and cumulative conditions similar to the proposed Project. Therefore, impacts would be greater than the proposed Project

Table 1.0-B, Comparison of Impacts from Project Alternatives

Environmental Issue	Proposed Project	Alternative 1 No Project/Development of Existing Land Use	Alternative 2 Reduced Project Size/ Relocated Truck Parking	Alternative 3 Business Park
		Therefore, impacts would be less than the proposed Project.		
Tribal Cultural Resources	The Project has a potential to uncover unknown resources during development. Thus, the Project shall comply with mitigation measures **MM CR-1** and **MM CR-2** to reduce project related impacts to unknown potentially significant tribal cultural resources to less than significant. Cumulative impacts have the potential of occurring during development as cumulative development project may uncover unknown resources. Thus, all cumulative projects shall be required to comply with the City's standard mitigation measure, as applicable. Therefore, the	**Similar –** Under Alternative 1 construction of the site would still occur thus, impacts to tribal cultural resources would be similar to that of the proposed Project.	**Similar –** Under Alternative 2 construction of the site would still occur thus, impacts to tribal cultural resources would be similar to that of the proposed Project.	**Similar –** Under Alternative 3 construction of the site would still occur thus, impacts to tribal cultural resources would be similar to that of the proposed Project.

Table 1.0-B, Comparison of Impacts from Project Alternatives

Environmental Issue	Proposed Project	Alternative 1 No Project/Development of Existing Land Use	Alternative 2 Reduced Project Size/ Relocated Truck Parking	Alternative 3 Business Park
	Project's contribution to tribal cultural resource impacts would not be cumulatively considerable.			
Utility and Service Systems	The Project proposed to connect to storm drain facilities that are regional in nature, thus the Project would not exceed capacity and would comply with all required regulations. Thus, the Project would not require the expansion of facilities. Therefore, project related impacts related to utilities and service systems would be less than significant. The proposed Project's contribution to utilities and service systems impacts is not cumulatively considerable.	**Similar –** Upon development of the site, sewer or recycled water service would be constructed to City Standards similar to that of the Project. Thus, Alternative 1 would still be required to contribute to the construction of infrastructure in the Project vicinity. Therefore, impacts to utilities and service systems would be similar to those of the proposed Project.	**Similar –** Upon development of the site, sewer or recycled water service would be constructed to City Standards similar to that of the Project. Thus, Alternative 2 would still be required to contribute to the construction of infrastructure in the Project vicinity. Therefore, impacts to utilities and service systems would be similar to those of the proposed Project.	**Similar –** Upon development of the site, sewer or recycled water service would be constructed to City Standards similar to that of the Project. Thus, Alternative 3 would contribute to the construction of infrastructure in the Project vicinity. Therefore, impacts to utilities and service systems would be similar to those of the proposed Project.
Environmentally Superior to	***Not applicable***	**No**	**Yes**	**No**

Table 1.0-B, Comparison of Impacts from Project Alternatives

Environmental Issue	Proposed Project	Alternative 1 No Project/Development of Existing Land Use	Alternative 2 Reduced Project Size/ Relocated Truck Parking	Alternative 3 Business Park
Proposed Project?				
Meets Project Objectives?	**Yes** Meets 4 of the 4 Project Objectives	**No** Meets 2 of the 4 Project Objectives.	**Yes, but to a lesser degree** Meets 4 of the 4 Project Objectives.	**No** Meets 2 of the 4 Project Objectives.

1.2 Environmentally Superior Alternatives

The State *CEQA Guidelines*, Section 15126.6(e)(2), requires the identification of the environmentally superior alternative. Of the alternatives evaluated above, the No Project alternative is the environmentally superior alternative, because the site would remain in its existing condition with no development with respect to reducing impacts created by the proposed Project. However, the beneficial impacts of the proposed Project would not be realized in the areas of aesthetics, geology and soils, hydrology/water Quality, or land use. The State *CEQA Guidelines* also require the identification of another environmentally superior alternative if the No Project alternative is selected as the environmentally superior alternative. The following three Alternatives were reviewed for consideration of the environmentally superior alternative.

Alternative 1: No Project/Development of Existing Land Use - This Alternative would eliminate the one significant and unavoidable impact associated with the proposed Project. However, this Alternative would result in substantially greater air quality, greenhouse gas emissions, and noise impacts than the proposed Project and only meets 2 of the 4 Project Objectives. Thus, Alternative 1 is rejected from further consideration.

Alternative 2: Reduced Project Size/Relocated Truck Parking - This Alternative would reduce the size of the warehouse building by approximately 25 percent and eliminate the one significant and unavoidable impact associated with the proposed Project. Further, this Alternative meets all 4 of the Project Objectives; albeit to a lessor degree. Thus, this is the most environmentally superior Alternative to the proposed Project.

Alternative 3: Business Park Alternative Scenario - This Alternative only meets 2 of the 4 Project Objectives and would result in greater air quality, greenhouse gas emissions, noise, and transportation impacts than the proposed Project. Thus, Alternative 3 is rejected from further consideration.

The proposed Project would result in significant and unavoidable Project-level and cumulative transportation impacts even after implementation of mitigation. Alternative 2 would eliminate this impact.

2.0 Introduction

2.1 Purpose and Scope

This Draft Environmental Impact Report (EIR) has been prepared pursuant to the California Environmental Quality Act (CEQA) (Pub. Res. Code Section 21000 et. seq) and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) (Sections 15000–15387 of the California Code of Regulations) to assess the potential environmental effects of the Ethanac Commerce Center Project (Project).

The basic purposes of CEQA (*State CEQA Guidelines*, Section 15002) are to:

- inform governmental decision makers and the public about the potential significant environmental effects of proposed activities;
- identify the ways that environmental damage can be avoided or significantly reduced;
- prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
- disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose, if significant environmental effects are involved.

2.2 Authorization

This Draft EIR has been prepared by the City of Perris (City) as the "Lead Agency" in accordance with CEQA and the State *CEQA Guidelines*. The proposed Project considered in this Draft EIR is a "project" as defined by Section 15378 of the State *CEQA Guidelines,* which states that an EIR must be prepared for any project that may have a significant impact on the environment. Through the preparation of an Initial Study, the City, as Lead Agency, has determined that the Project may have a significant adverse impact on the environment; therefore, preparation of an EIR was required.

2.3 Lead and Responsible Agencies

CEQA defines a "Lead Agency" as the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment. The City of Perris is the lead agency for the Project.

Entitlement actions to be considered by the City of Perris as Lead Agency include a General Plan Amendment, Change of Zone, Tentative Parcel Map and Development Plan Review as described in Section 3.0 - Project Description of this Draft EIR.

Other agencies which also have some authority or responsibility to issue permits for projects are designated as "responsible agencies." Both the lead agency and responsible agencies must consider the information contained in the EIR prior to acting upon or approving a project. Responsible agencies for the Project include the following:

- Federal Agencies
  - None
- State Agencies
  - None

- Regional
  - State Water Resources Control Board
  - South Coast Air Quality Management District
- City/Counties Agencies
  - Riverside County Flood Control and Water Conservation District
  - Riverside County Airport Land Use Commission
  - City of Menifee

Other Public Agencies Whose Approval is Required (e.g., potential permits, financing approval, or participation agreement):

- Eastern Municipal Water District

2.4 Project Applicant

The Project Applicant is:

Hillwood
901 Via Piemonte, Ste 175
Ontario, CA 91764
Contact: John Grace

2.5 CEQA Procedures

The EIR process typically consists of three parts: 1) the Notice of Preparation, including an Initial Study if applicable, 2) Draft EIR, and 3) Final EIR. Pursuant to Section 15063 of the State *CEQA Guidelines*, the City prepared an Initial Study for the Project in order to determine whether the Project may have a significant effect on the environment. Based upon the analysis contained within the Initial Study, the City concluded that the Project may cause potentially significant impacts and that an EIR should be prepared.

This document provides for the Draft EIR stage of the EIR process. As the "Lead Agency" for the purposes of CEQA compliance, the City of Perris has the principal responsibility for processing and approving the Project. As set forth in Section 15021 of the State *CEQA Guidelines*, as "Lead Agency", the City of Perris also has the duty to avoid or minimize significant environmental damage where feasible. Furthermore, Section 15021(d) states that, “CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors and in particular the goal of providing a decent home and satisfying living environment for every Californian.” Other public agencies (i.e., Responsible and Trustee Agencies) that may use this EIR in their decision-making or permit processing, will consider the information in this EIR along with other information that may be presented during the CEQA process. In accordance with CEQA, the public agencies will be required to make findings for each environmental impact of the Project that cannot be mitigated to a less than significant level. If the Lead Agency determines the benefits of the proposed Project outweigh unavoidable significant environmental effects, the agency will be required to adopt a Statement of Overriding Considerations stating the reasons supporting their action notwithstanding the Project’s significant environmental effects.

After the public review is over for the Draft EIR, the City will prepare a Final EIR which will include responding to any written comments received during the 45-day public review period on the Draft EIR. The Final EIR will be a separate document.

2.5.1 Notice of Preparation Comments

Pursuant to Section 15082 of the State *CEQA Guidelines*, the Initial Study and a Notice of Preparation for this Draft EIR, were distributed to the State Clearinghouse, responsible agencies, and other interested parties via overnight or mail delivery and recipients were requested to provide responses within the 30-day public review period. The public review period for the Notice of Preparation began on September 22, 2023 and ended on October 23, 2023. Additionally, a notice advising on the availability of the Notice of Preparation was posted by the Riverside County Clerk on September 22, 2023.

Table 2.0-A, Written Comments Received During the Notice of Preparation Comment Period summarizes the written comments that were received and the issues that were raised. None of the comments received had the effect of changing the issue areas to be discussed in the Draft EIR. Copies of the Initial Study, Notice of Preparation, Notice of Preparation distribution list, and comment letters, are included in Appendix A.

Table 2.0-A, Written Comments Received During the Notice of Preparation Comment Period

Commenter / Date of Letter	Summary of Comment	Location in Draft EIR (or Initial Study) in which Comment is Addressed
Native American Heritage Commission (NAHC) September 25, 2023	The NAHC provided a standard comment letter outlined the requirements to comply with Assembly Bill 52 and Senate Bill 18 requiring consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project.	▪ Section 5.10 – Tribal Cultural Resources
Californians Allied for a Responsible Economy (CARE CA) October 2, 2023	CARE CA requested to be provided copies of any and all records related to the Project. Additionally CARE CA would like copies of all mailed notices and all hearings and or actions related to the Project.	▪ Section 2.0 - Introduction
Agua Caliente Band of Cahuilla Indians October 10, 2023	The Agua Caliente Band of Cahuilla Indians requested a copy of the EIR and requests that a cultural resource inventory be conducted by a qualified archaeologist prior to development activities.	▪ Section 5.2 – Cultural Resources ▪ Section 5.10 – Tribal Cultural Resources
Rincon Band of Luiseño Indians October 10, 2023	The Rincon Band of Luiseño Indians identified the Project site as being within the Territory of the Luiseño people, and as such the Rincon Band is traditionally and culturally affiliated to the Project area. The tribe is in agreement with the preparation of a site-specific cultural assessment and supports all mitigation efforts that completely avoids cultural resources.	▪ Section 5.10 – Tribal Cultural Resources

	The Rincon Band requests to be notified of any changes that may occur to the Project site plans and requests to be provided with copies of the Draft EIR when available.	
Riverside Transit Agency (RTA) October 12, 2023	The RTA requested proposed street plans for the Project. The City of Perris responded that the street plans were not available; however they sent the RTA grading plans that demonstrated the widening of Ethanac Road withing the City of Perris limits. As a result, the RTA recommended that the Project incorporate an ADA compliant turnout on the northwest corner of Ethanac Road and Sherman Road.	▪ Section 3.0 – Project Description ▪ Section 5.9 – Transportation
State of California Department of Justice – Attorney General: Rob Bonta October 13, 2023	The Attorney General provided a standard comment letter that provided a copy of the latest *Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act for Warehouse Projects,* published by the Attorney General Office's Bureau of Environmental Justice. The comment letter outlined various potential environmental impacts to communities tied to warehouse projects.	▪ Section 5.1 – Air Quality ▪ Section 5.3 – Energy ▪ Section 5.5 – Greenhouse Gas Emissions
State of California Department of Fish and Wildlife October 20, 2023	The CDFW provided a standard comment letter which summarized the CDFW's role as a Responsible Agency under CEQA and summarized the project components. The CDFW also outlined that the Draft EIR should address the following topics: an assessment of biological resources, analysis of direct, indirect, and cumulative impacts, include an alternatives analysis, and offered mitigation measures related to biological resources for consideration. The comment letter also provided MSHCP compliance direction and provided some detailed information about reserve assembly targets for the Criteria Cells affected by the Project. The CDFW outlines that the Draft EIR needs to also comply with Section 6.1.2 of the MSHCP, burrowing owl policies, as well as narrow endemic and criteria area species survey areas (it should be noted that this CDFW Letter incorrectly	▪ Addressed in Initial Study Section 6.4 – Biological Resources

	identifies the Project as having suitable habitat for numerous plant species that are not required by the MSHCP – this is further outlined in the Biological Resources Section of this Draft EIR). The CDFW also indicates that the Project site is located in the Stephens Kangaroo Rat Habitat Conservation Plan area. The CDFW also identifies that there may be features within the Project parcels that require Lake and Streambed Alternative Program permits and the CDFW outlines the process for that permit process. The CDFW also recommends use of xeriscaping and drought-tolerant landscaping to conserve water. Use of environmental information such as the California Natural Diversity Database is encouraged. The CDFW reminds the City that at the time the Notice of Determination is filed for the Project, that payment of CDFW Filing Fees will be required.	
CARE CA October 23, 2023	CARE CA provides an understanding and summary of the proposed Project. The comment requests a complete analysis to be conducted of all identified impacts, imposition of all feasible mitigation and study of a reasonable range of alternatives. Additionally, the comment outlines key impact topics that they wish to see addressed in the Draft EIR such as; air quality, greenhouse gas, and vehicular trips.	▪ Section 3.0 – Project Description ▪ Section 5.1 – Air Quality ▪ Section 5.3 – Energy ▪ Section 5.5 – Greenhouse Gas Emissions ▪ Section 5.7 – Land Use and Planning ▪ Section 5.9 – Transportation ▪ Section 5.11 – Utilities and Service Systems
City of Menifee October 23, 2023	The City of Menifee has on two previous occasions submitted comments, which resulted in Project revisions. However, the City of Menifee provides additional concerns regarding the truck loading/parking area and suggests that the area be relocated to the south and west side of the Project building; moving the loading/parking area as far away as possible from City of Menifee residents on the east side. Further the City of Menifee requests that the City of Perris require the Project to incorporate off-site improvements previously request on March 13, 2023, to be included as part of the Project.	▪ Section 5.1 – Air Quality ▪ Section 5.5 – Greenhouse Gas Emissions ▪ Section 5.6 – Hydrology ▪ Section 5.7 – Land Use and Planning ▪ Section 5.8 – Noise ▪ Section 5.9 – Transportation ▪ Section 5.11 – Utilities and Service Systems ▪ Addressed in Initial Study Section 6.15 – Public Services

	The comment identified potential impacts to aesthetics, air quality, greenhouse, noise, and traffic and requests that the EIR fully analyze and mitigate Project impacts, preferably by avoidance to impacts near sensitive receptors. Additionally, the comment raises concerns regarding flooding along Sherman Road. The City of Menifee notes that critical infrastructure is needed in this area. Moreover, the City of Menifee identifies that the Project will have a cumulative impact to the Menifee Fire Department. As such, the City of Menifee is requesting that the EIR fully analyze and mitigate this potential impact.	
South Coast Air Quality Management District (AQMD) October 23, 2023	The letter requests that the air quality analysis be conducted in accordance with all South Coast AQMD methodology and provides recommended design considerations and mitigation measures.	▪ Section 5.1 – Air Quality ▪ Section 5.3 – Energy ▪ Section 5.5 - Greenhouse Gas Emissions ▪ Section 5.11 – Utilities and Service Systems
Brittanny Conner October 23, 2023	The comment email expressed concerns for the following issues; traffic, emergency services, noise, air quality, and aesthetics.	▪ Section 5.1 – Air Quality ▪ Section 5.8 – Noise ▪ Section 5.9 – Transportation ▪ Addressed in Initial Study Section 6.1 – Aesthetics

A Draft EIR scoping meeting was also held October 18, 2023 with the City of Perris Planning Commission. In addition to the Planning Commissioners, sixteen members of the public commented on the Project and the scope of the Draft EIR. Verbal comments provided during the scoping meeting are summarized in **Verbal Comments Provided during the Draft EIR Scoping** Meeting, below**.**

Table 2.0-B, Verbal Comments Provided during the Draft EIR Scoping Meeting

Topic	Summary of Scoping Comment	Location in DEIR in which Comment is Addressed
Air Quality	▪ Request that refrigerated trucks and storage will be analyzed in relation to air quality	▪ Section 5.1 – Air Quality ▪ Section 5.5 – Greenhouse Gas Emissions
Energy	▪ Request that refrigerated trucks and storage will be analyzed in relation to energy	▪ Section 5.4 – Energy

Table 2.0-B, Verbal Comments Provided during the Draft EIR Scoping Meeting

Topic	Summary of Scoping Comment	Location in DEIR in which Comment is Addressed
Hazards and Hazardous Materials	▪ Request that refrigerated trucks and storage will be analyzed in relation to hazards and hazardous materials	▪ Section 5.6 – Hazards and Hazardous Materials
Hydrology and Water Quality	▪ Concerns regarding how the Project will affect existing flooding along Sherman Road.	▪ Section 5.6-Hydrology and Water Quality ▪ Section 5.11 – Utility and Service Systems
Utility and Service Systems	▪ Concerns regarding the Projects effects upon existing utilities in terms of power usage, energy, and water usage.	▪ Section 5.14 – Utility and Service Systems
Noise	▪ Concern regarding Project noise impacting adjacent property owners ▪ Requesting refrigerated truck noised be analyzed	▪ Section 5.8 – Noise
Transportation/Traffic	▪ Concern that the Project would increase traffic flow along Trumble Road ▪ Concern regarding how the truck route will conflict with transportation plan for both City of Perris and City of Menifee ▪ Concerns regarding truck distribution ▪ Concerns regarding truck impacts to existing roadways (i.e. Ethanac Road) ▪ Requesting Sherman Road not to be included as a Truck Route ▪ Concerns how Project will impacts adjacent property owners	▪ Section 5.9 – Transportation
Alternatives	▪ Requesting that alterative land uses be analyzed such as business park and community commercial in relation to air quality, transportation, noise, hazards, and hazardous materials. ▪ Requesting a reduced building size and a modified site plan with truck parking located on the north side be analyzed.	▪ Section 8.0 – Alternatives
Community Outreach	▪ Concerns regarding surrounding property owners not being provided public notices in multiple languages. ▪ Concerns regarding the radius of mailed notices	▪ Section 2.0 – Introduction

Table 2.0-B, Verbal Comments Provided during the Draft EIR Scoping Meeting

Topic	Summary of Scoping Comment	Location in DEIR in which Comment is Addressed
	▪ Concerns regarding impacts to neighboring properties and being forced out.	

2.6 Documents Incorporated by Reference

Section 15150 of the *State CEQA Guidelines* permits and encourages an environmental document to incorporate, by reference, other documents that provide relevant data. The documents summarized below are incorporated by reference, and the pertinent material is summarized throughout this Draft EIR, where that information is relevant to the analysis of potential impacts of the Project. All documents incorporated by reference are available for review at, or can be obtained through, the City of Perris Development Services Department.

- *Perris Comprehensive General Plan 2030,* City of Perris, originally approved on April 26, 2005. (Available at https://www.cityofperris.org/departments/development-services/general-plan)
- *Perris General Plan 2030 Environmental Impact Report,* SCH No. 2004031135, certified April 26, 2005. (Available at https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000)
- Perris Municipal Code, Through Supplement 9 adopted February 14, 2023. (Available at https://library.municode.com/ca/perris/codes/code_of_ordinances, accessed September 15, 2023)
- *City of Perris Good Neighbor Guidelines – (Perris GNG) Siting New and/or Modified industrial Facilities*, adopted September 27, 2022. (Available at https://www.cityofperris.org/home/showpublisheddocument/15478/637999606610401934

These reports/studies are also available for review at:

Public Service Counter
City of Perris Planning Division
135 North D Street
Perris, California 92570
(951) 943-5003
Hours: Monday – Thursday: 8:00 AM to 6:00 PM

3.0 Project Description

This section of the Draft Environmental Impact Report (EIR) describes the characteristics of the proposed Ethanac Logistics Center project including all onsite and offsite improvements, and associated discretionary actions, including but not limited to a General Plan Amendment, Change of Zone, Tentative Parcel Map and Development Plan review by the City of Perris (City), all of which are herein collectively referred to as the "proposed Project." The project description serves as the basis for the analysis of the potential environmental effects associated with construction and operation of the proposed Project.

3.1 Project Location

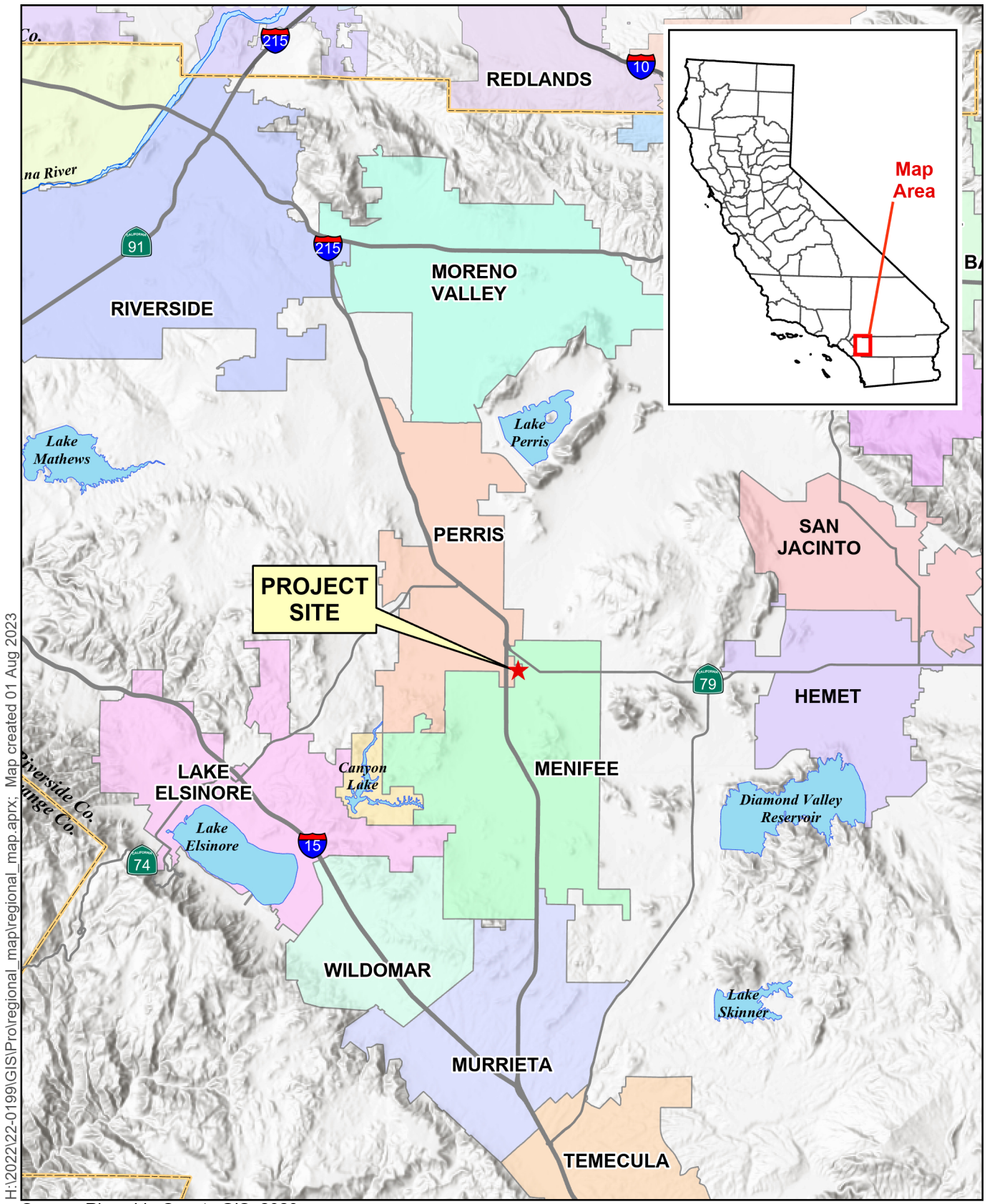
The proposed development area is comprised of both on and offsite areas totaling approximately 32 gross acres. The Project site includes approximately 20 gross acres located at the northeastern corner of Trumble Road and Ethanac Road, in the City of Perris (City), Riverside County as reflected in **Figure 3.0-1, Regional Map** and **Figure 3.0-2, Aerial Site Boundary Map**. The proposed Project site consists of Assessor's Parcel Numbers (APNs) 329-240-016 through -020 and -023 through -027. The proposed development area also includes an additional approximately 12 gross acres of offsite improvement areas located within the rights-of-way of Sherman Road, Trumble Road, Ethanac Road, and Illinois Avenue, also identified in **Figure 3.0-2**. The proposed development area is located within Section 10, Township 5 South, Range 3 West, of the San Bernardino Baseline and Meridian as reflected in **Figure 3.0-3, USGS Topographic Map**.

The City of Perris is divided into ten planning areas. The Project site is located within the southeast portion of the City; specifically Planning Area 9. The Project site's southern and eastern borders lie adjacent to the City of Menifee. Project roadway improvements along these frontages may slightly encroach into the City of Menifee. Additionally, drainage improvements are necessary just north of the site to connect to existing facilities. These improvements may also encroach into the City of Menifee.

3.2 Existing Setting

The Project site is relatively flat, sloping in a southeasterly direction with elevations ranging from 1,427 to 1,433 feet above mean sea level. The Project site is unimproved, vacant, and dominated by fallow field. The site was previously used for agricultural purposes but has been fallow for several years. Views of the Project site in its existing condition are provided in **Figure 3.0-4, Project Site Photographs 1-3** and **Figure 3.0-5, Project Site Photographs 4-5**.

The Project site is located within the area subject to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mead Valley Area Plan. The Project site is not located within an MSHCP Criteria Cell, Cell Group, or Linkage Area of the MSHCP. The Project site contains disturbed vegetation that receives frequent weed abatement (i.e., chain flail mowing, disking).



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Source: Riverside County GIS, 2020.

Figure 3.0-1 Regional Map

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



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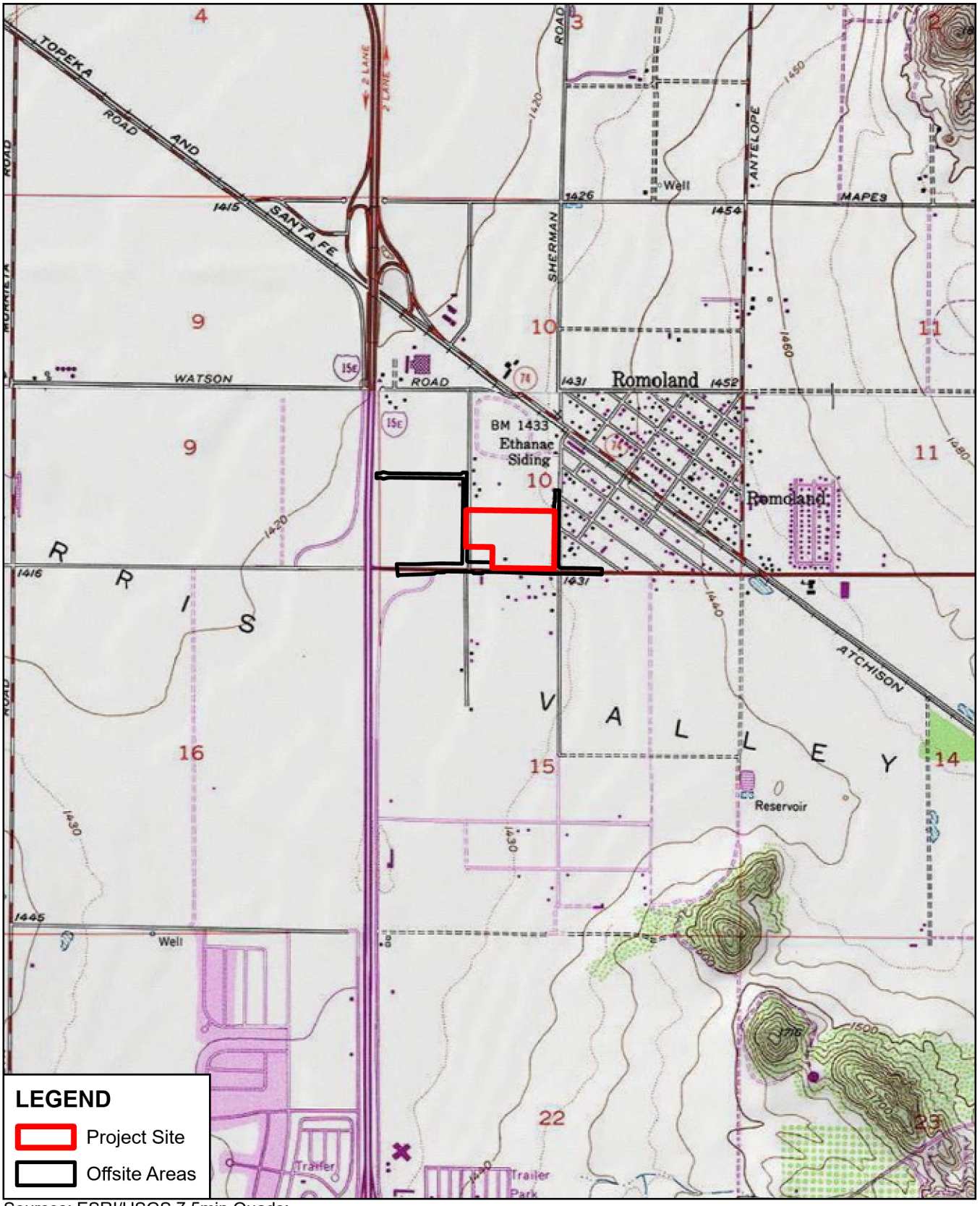
Sources: Nearmap, 2023; Riverside Co, 2023.

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Figure 3.0-2 Aerial Site Boundary Map

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



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Sources: ESRI/USGS 7.5min Quads: ROMOLAND

0 1,000 2,000 3,000 Feet

Figure 3.0-3 USGS Topographic Map

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



Source: ECorp (site images), 2021; Nearmap, 2023.

Figure 3.0-4 Project Site Photographs 1-3

Ethanac Logistics Center

0 300 600 900 Feet

ALBERT A. WEBB ASSOCIATES



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Source: ECorp (site images), 2021; Nearmap, 2023.

Figure 3.0-5 Project Site Photographs 4-5

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES

3.2.1 Existing General Plan Land Use and Zoning Designation

The Project site has a City of Perris General Plan land use designation of Community Commercial and a Zoning designation of Commercial Community as reflected in **Figure 3.0-6, Existing General Plan Land Use Designation** and **Figure 3.0-7, Existing Zoning Designation**.

3.2.2 Surrounding Land Uses

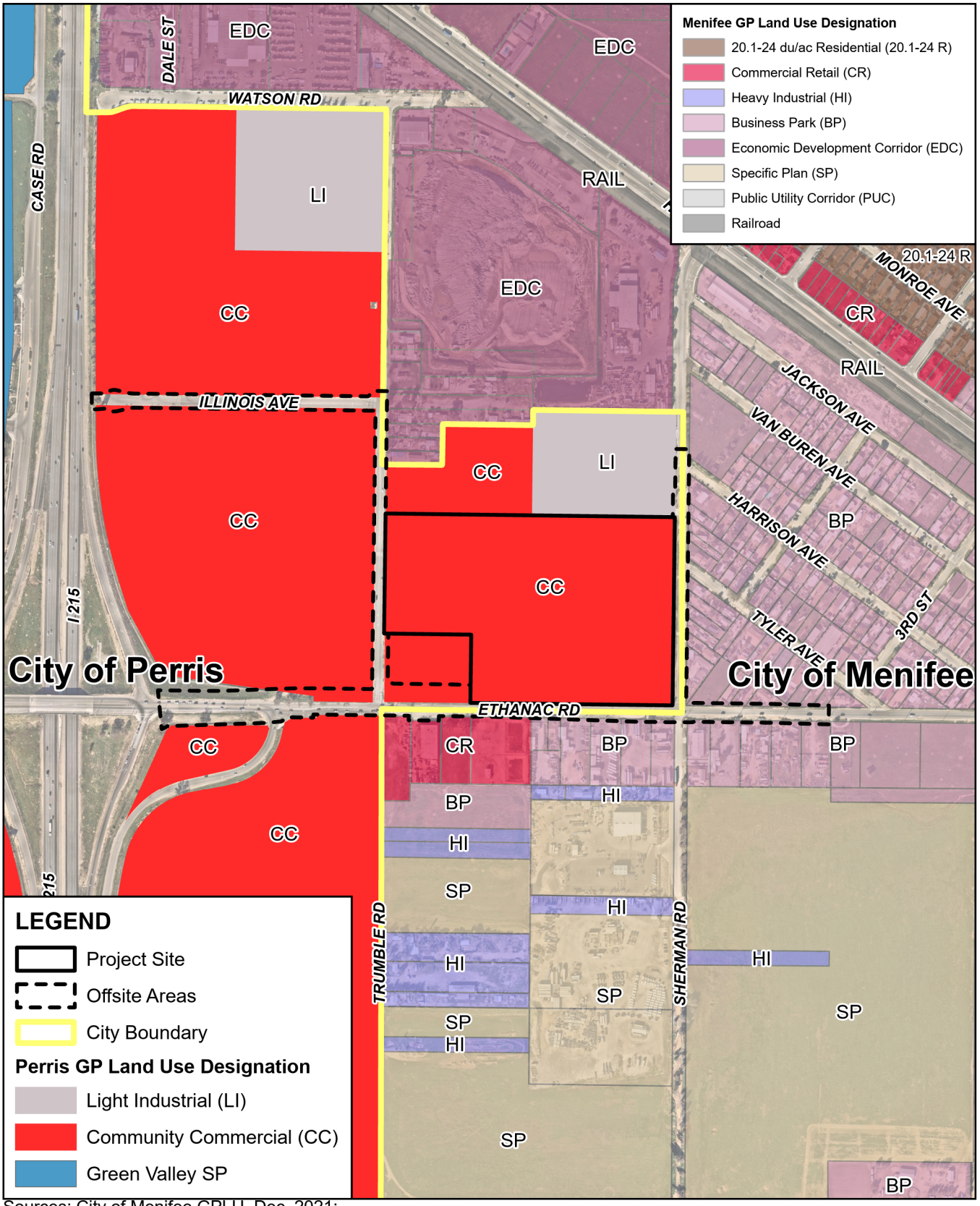
The area to the east and south of the Project site is located within the City of Menifee. The area surrounding the Project site is dominated by vacant land, as well as existing industrial and residential uses as shown on **Figure 3.0-2** above, and as described in **Table 3.0-A, Surrounding Land Uses**, below.

Table 3.0-A, Surrounding Land Uses

Location	Existing Land Usage	Proposed Land Uses	General Plan Land Use Designation	Zoning Designation
Project Site	Unimproved and Vacant	-	Community Commercial	Commercial Community
North	Industrial uses and vacant land	-	Commercial Retail (CR); Light Industrial (LI)	Commercial Retail (CR); Light Industrial (LI)
East	City of Menifee Legal non-conforming residential uses	-	Business Park (BP)	Business Park (BP)
South	City of Menifee Legal non-conforming residential and industrial uses	Proposed Business Park, Warehouse, Gas Station, and Retail Use.	Commercial Retail (CR); Business Park (BP)	Commercial Retail (CR); Business Park (BP)
West	Vacant land)	Proposed for development of a travel center project (CUP 22-05002)	Community Commercial	Community Commercial

3.2.3 Airport Land Use

The Project site is located approximately 2.2 miles to the southwest of the Perris Valley Airport and is located outside of the Perris Valley Airport Influence Area. However, the Project site is located within the March Air Reserve Base/Inland Port Airport Comprehensive Land Use Plan (MARB/IPA ALUCP) Compatibility Zone D (Flight Corridor Buffer) as reflected in **Figure 3.0-8, March Air Reserve Base/Inland Port Airport Land Use Compatibility Zones**. The risk level within Zone D is low and the risk concern is primarily with uses for which the potential consequences are severe (e.g., very high intensity activities in a confined area. The noise impact in Zone D is moderate to low with the concern being with respect to individual loud flight events rather than with cumulative noise contours. The only prohibited uses within Zone D are those that could create hazards to flight such as tall objects and visual and electronic forms of interference with the safety of aircraft operations.



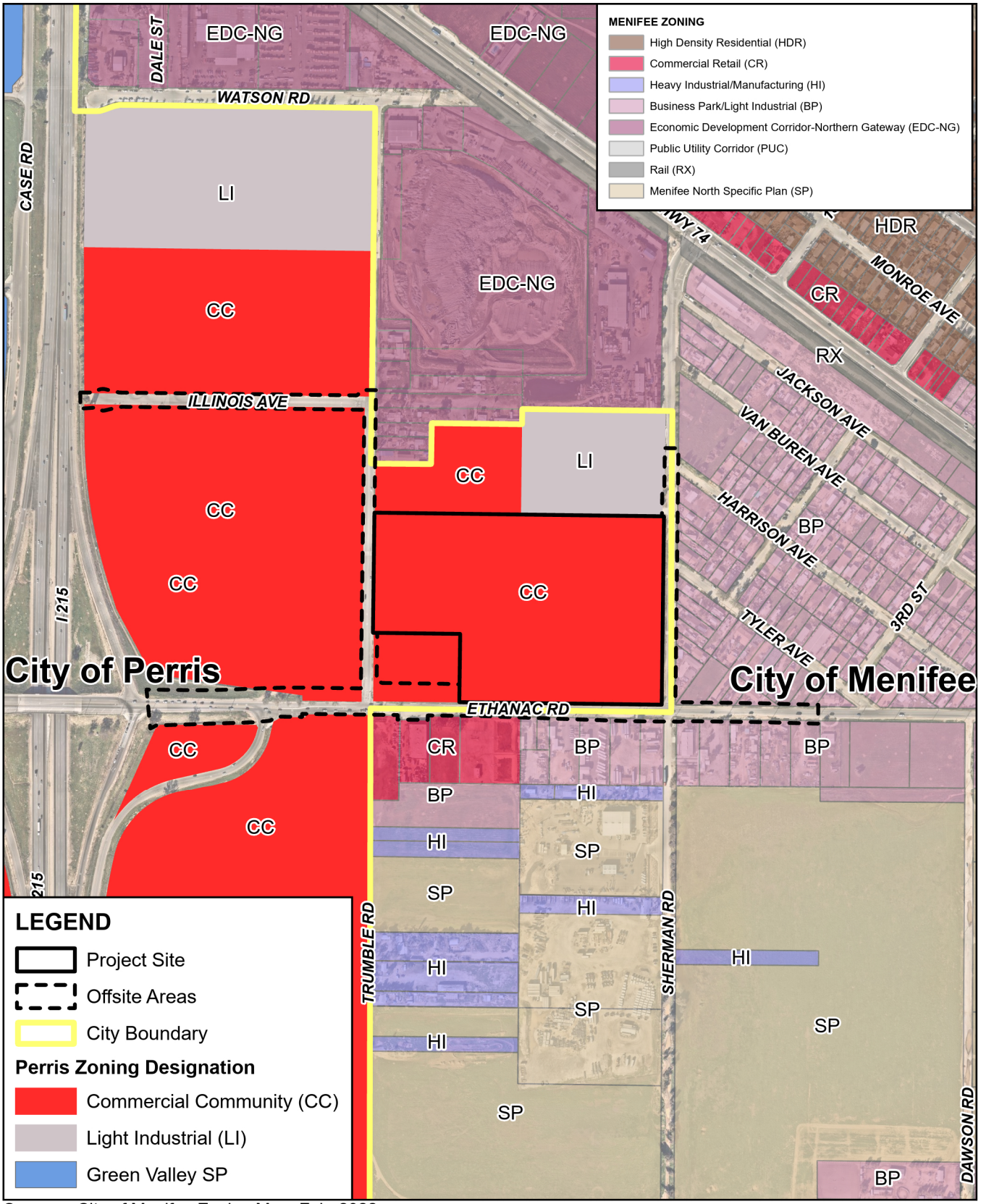
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Sources: City of Menifee GPLU, Dec. 2021; City of Perris General Plan Land Use, 2018; Nearmap, 2023; Riverside County, 2020.

Figure 3.0-6 Existing General Plan Land Use Designation

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



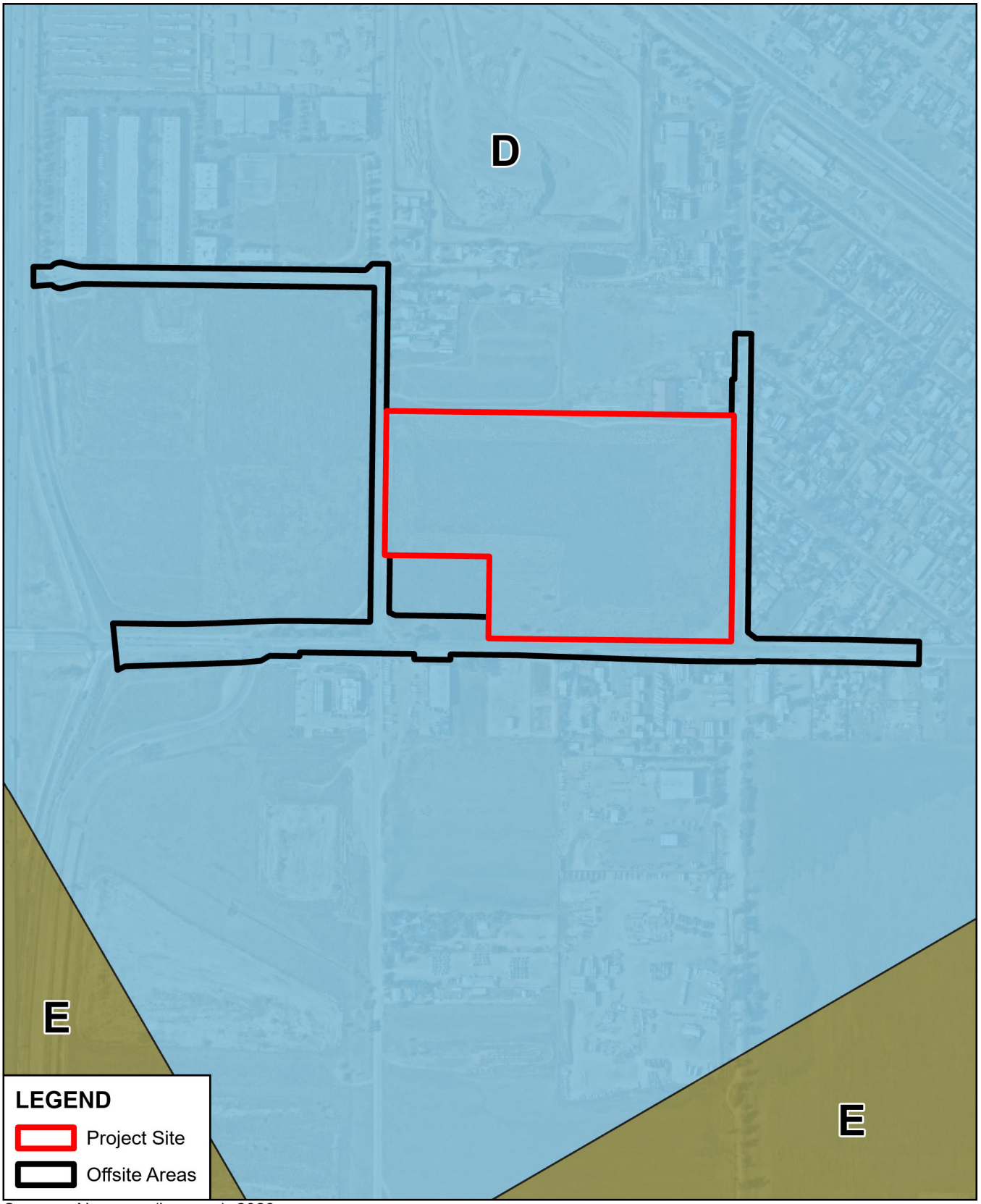
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Sources: City of Menifee Zoning Map, Feb. 2022; City of Perris Zoning Designations, 2018; Nearmap, 2023; Riverside County, 2020.

Figure 3.0-7 Existing Zoning Designation

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



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Sources: Nearmap (imagery), 2023;
March Air Reserve Base Compatibility Zones, 2022.

0 250 500 750 Feet

Figure 3.0-8 March Air Reserve Base/ Inland Port Airport Land Use Compatibility Zones

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES

3.2.4 Vehicular Circulation and Site Access

Regional access to the Project site is provided via Interstate 215 (I-215) located approximately one quarter mile west of the Project site and State Route 74 (SR-74) east of the site. Existing roadways surrounding the Project site include Trumble Road, Sherman Road, and Ethanac Road. The City of Perris General Plan Circulation Element describes the roadway designations and current conditions as described below.

- Trumble Road is a north-south, two-lane undivided roadway designated for 78 feet of right-of-way and is classified by the General Plan as a Major Collector. Trumble Road is currently a paved two-lane roadway with no sidewalks or curbs and gutters and has not been improved to its ultimate buildout condition.
- Sherman Road is a north-south, two-lane roadway designated for 60 feet of right-of-way and is classified by the General Plan as a Local roadway. Sherman Road is currently a paved two-lane roadway with no sidewalks or curbs and gutters and has not been improved to its ultimate buildout condition.
- Ethanac Road is an east-west, two-lane undivided roadway designated for 184 feet of right-of-way and is classified by the General Plan as an Expressway. Ethanac Road is currently a paved two-lane roadway and does not contain sidewalks, curbs and gutters, or traffic light signals. It has not been improved to its ultimate buildout condition. Ethanac Road is also a designated truck route that provides direct access to I-215.
- Illinois Avenue is an east-west two-lane roadway with striped center lane, curb and gutter and streetlights on both sides of the roadway, and sidewalk with landscaped area on the northern side of the roadway and a portion of the southern side of the roadway. Illinois Avenue is not classified as a General Plan roadway.

The Project would include improvements to roadways along Project frontage as well as an offsite area along Trumble Road (north of the Project site to Illinois Avenue), and potential offsite improvements to the intersection of Trumble Road and Ethanac Road. The Project site is adjacent to the City of Menifee. The centerlines of Sherman Road and Ethanac Road delineates the boundaries between the City of Perris and City of Menifee, with the City of Menifee limits located east of the centerline of Sherman Road and south of the general plan centerline of Ethanac Road. The centerline of Trumble Road, north of the Project site delineates the boundaries between the City of Perris and City of Menifee; with Perris limits located west of the centerline and Menifee limits located east of the centerline. The City of Menifee General Plan Circulation Element describes these roadways as follows:

- Trumble Road is a north-south roadway designated for 74 feet of right-of-way and classified by the General Plan as a Collector.
- Sherman Road is a north-south roadway designated for 118 feet of right-of-way classified by the General Plan as a Major divided roadway.
    - Ethanac Road is an east-west roadway designated for 184 feet to 220 feet of right-of-way and is classified by the General Plan as an Expressway.

3.2.5 Public Transit

The Riverside Transit Agency (RTA) serves the City of Perris. However, the Project site is not currently served by any designated RTA route. Metrolink provides heavy-rail, regional transit service to the counties of Los Angeles, San Bernardino, Orange, Ventura, San Diego, and Riverside. The closest Metrolink stations are the Perris South and Perris Downtown stations; approximately 1.5 miles and 3 miles northwest of the Project site, respectively.

3.3 Project Objectives

Per State CEQA Guidelines Section 15124 (b), an EIR needs to include a statement of the objectives of a project which helps the City develop a reasonable range of alternatives. The objectives need to outline the general purpose of the project. The purpose of the proposed Project is to construct and operate a high-cube, warehouse building. The Project objectives are identified by the Project applicant as follows:

- Develop and operate a logistics center that takes advantage of existing City infrastructure.
- Develop and operate a logistics center that is in close proximity to I-215, to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.
- Positively contribute to the economy of the City through new capital investment, creation of new employment opportunities, and include opportunities for highly trained workers.
- Provide local employment for residents of the City to improve jobs-housing balance within the City.

3.4 Project Description

3.4.1 Proposed Project

The Ethanac Logistics Center (proposed Project) includes all on and offsite improvements and involves the merging of ten parcels at the Project site to create one approximately 20-gross-acre parcel for the construction and operation of a 412,348-square-foot light industrial warehouse building along with infrastructure, appurtenances, associated parking areas, and associated offsite areas supporting improvements. The building is proposed to accommodate high-cube warehouse distribution uses, anticipating that 50,000 square feet could be utilized for cold-refrigerated storage and 15,000 square feet for supporting office uses. The building would provide 32 dock doors on the east side and 29 dock doors on the west side. The proposed Project would be constructed as a speculative or “spec” building; that is, there is not a specific tenant identified at this time. It is anticipated that the building could operate 24 hours a day, seven days a week. The warehouse is not anticipated to include e-commerce.

The Project includes a General Plan Amendment, Change of Zone, Tentative Parcel Map, and Development Plan review as reflected in **Figures 3.0-9** through **3.0-12.** As shown on **Figure 3.0-13, Conceptual Building Elevations**, the design of the building is modern industrial and includes concrete tilt-up wall construction with board-formed cement veneer and standard window glazing. The proposed building height would be 48 feet, not exceeding City’s maximum standard of 50 feet. Additionally, the building would have a 40-foot clear; meaning there would be 40 feet of clearance from the top of slab to the top of the roof structure. Consistent with the Perris Municipal Code, Chapter 19.44 Industrial Zones, the proposed site plan includes outdoor employee amenities. Two outdoor patio areas are proposed:

one patio area adjacent to the southwestern office and another patio area near the southeastern office area. Future tenants would provide indoor employee amenity areas.

Project Site Access

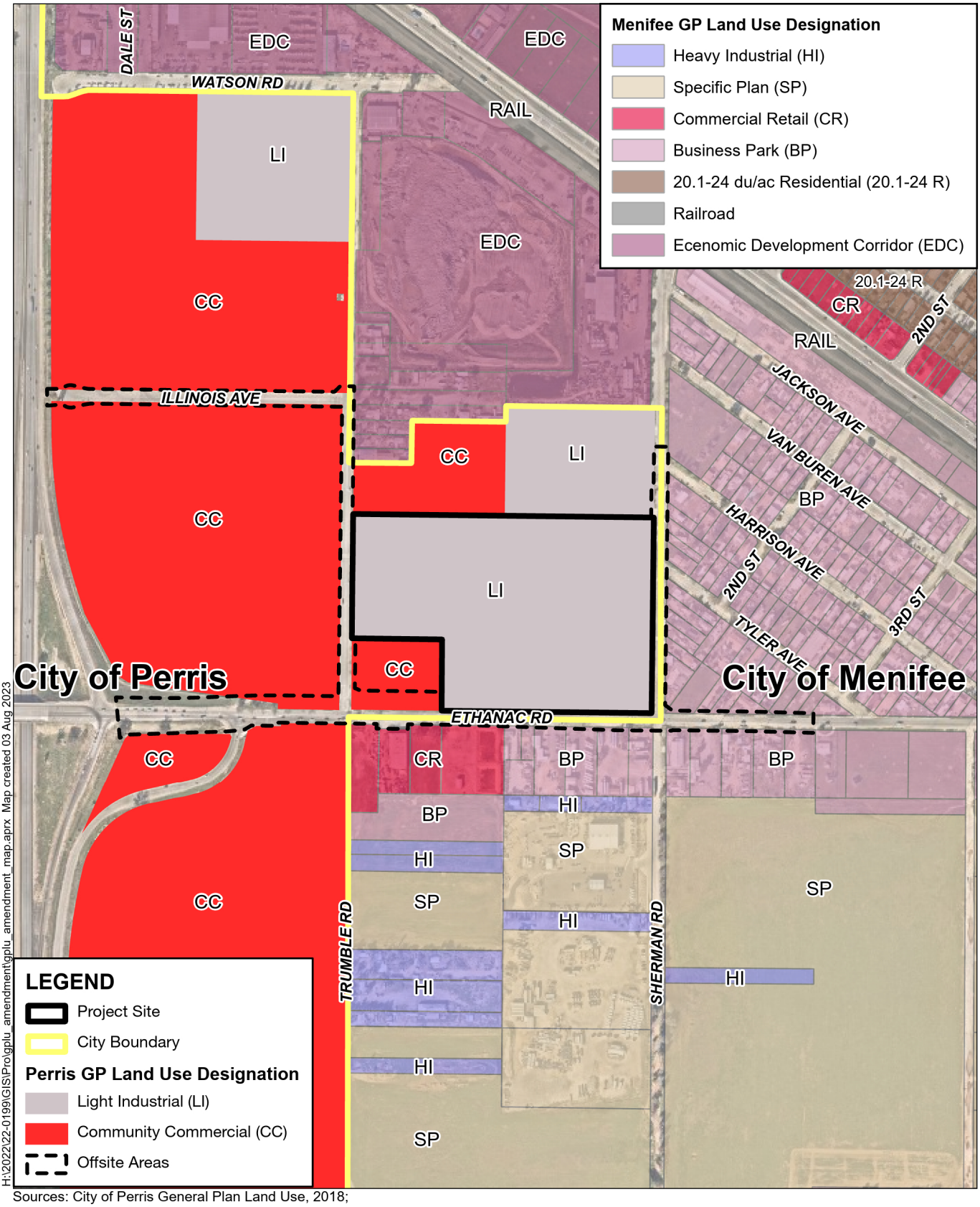
Primary access to the Project site would be provided from Trumble Road to the west and Ethanac Road to the south. The Project site's passenger vehicle entrance would be separate from the truck entrance. Automobile vehicles would access the Project site via two driveways along Ethanac Road. Trucks would access the site via two separate driveways along Trumble Road. Emergency access would also be available from Trumble Road. No access would be provided from Sherman Road.

Parking

The automobile parking area would be physically separated from the trucks' path of travel by the building and an 8-foot-high manually operated metal gate containing view obscuring mesh and a Knox-pad for emergency vehicle access. The Project would provide a total of 106 automobile parking stalls, consisting of 76 standard stalls, 5 American Disabilities Act-compliant (ADA) stalls, and include a total of 27 Electric Vehicle (EV) capable stalls (6 EV stalls would be installed at the time of Project opening and 21 EV Capable stalls would be available to accommodate future demand). Automobile parking would be provided in the south and southeast corner of the building near the office areas. The Project would also include 144 trailer parking stalls. Bike racks would also be provided at the Project site for employee use, per City standards.

Pedestrian Circulation

Pedestrian path of travel would be provided between the passenger vehicle parking areas and the office areas away from the trucks' path of travel. The Project would also provide curbs and sidewalks to facilitate pedestrian access even though the site is not adjacent to any existing or planned area-wide open space, trails, parks, or other community amenities. Sidewalks would be installed along Ethanac Road, Trumble Road, and Sherman Road along the Project site's frontage. A Class II Bike lane would be provided along the northern side of Ethanac Road along the Project's frontage.



H:\2022\22-0199\GIS\Pro\gplu_amendment\gplu_amendment_map.aprx Map created 03 Aug 2023

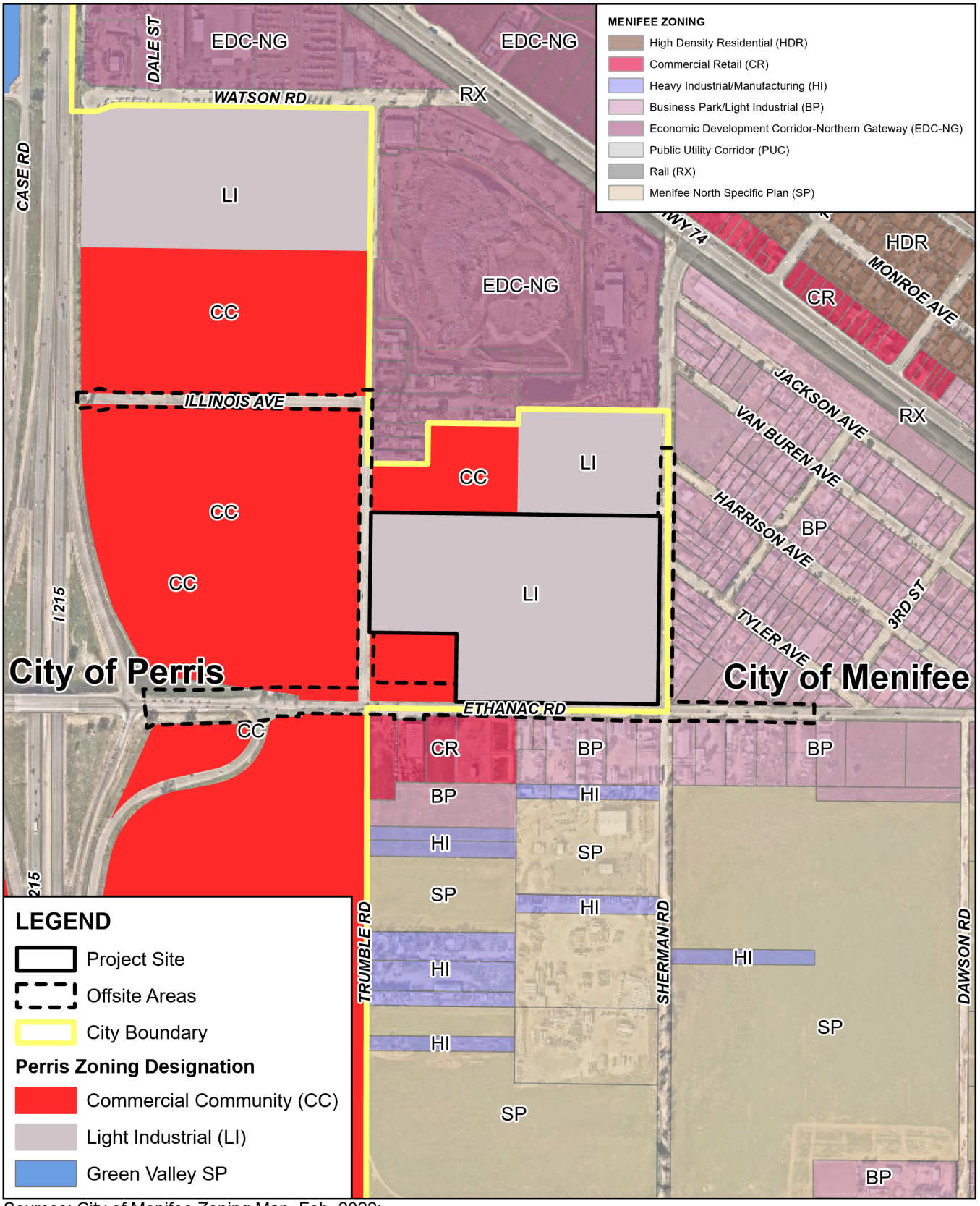
Sources: City of Perris General Plan Land Use, 2018; City of Menifee GPLU, Dec. 2021; Nearmap, 2023; Riverside County, 2020.

Figure 3.0-9 Proposed General Plan Amendment

Ethanac Logistics Center

0 250 500 750 Feet

ALBERT A. WEBB ASSOCIATES



H:\2022\22-0199\GIS\Pro\zoning\zoning_with_menifee.aprx; Map created 03 Aug 2023

Sources: City of Menifee Zoning Map, Feb. 2022; City of Perris Zoning Designations, 2018; Nearmap, 2023; Riverside County, 2020.

Figure 3.0-10 Proposed Change of Zone

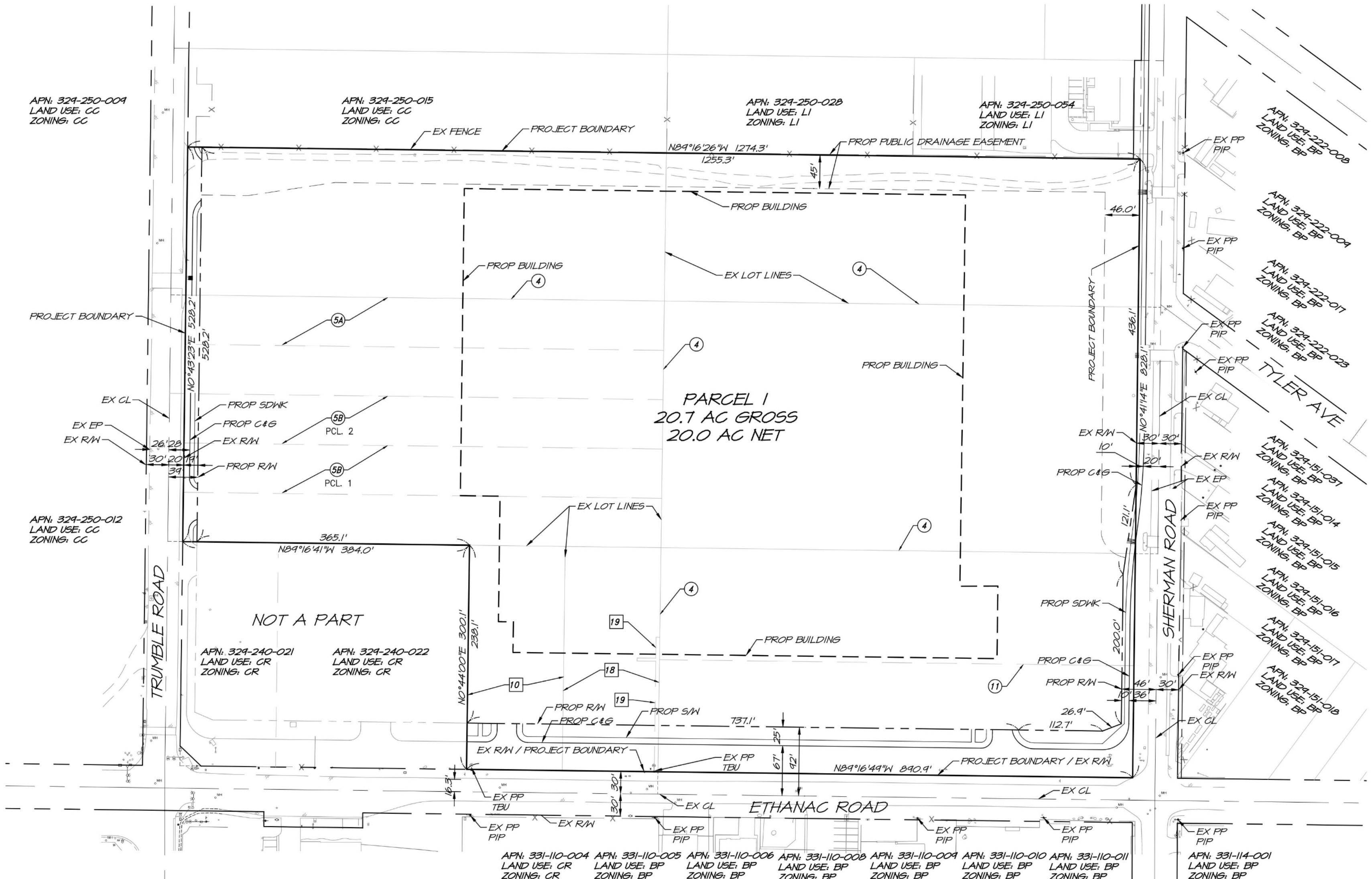
Ethanac Logistics Center

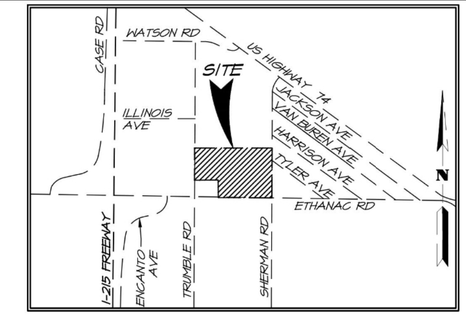
ALBERT A. WEBB ASSOCIATES

IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TENTATIVE PARCEL MAP NO. 38600

LOCATED IN SECTION 11, T. 4S., R. 4W., S.B.M.





VICINITY MAP
NTS

OWNER/APPLICANT

HILLWOOD
901 VIA PIEMONTE STE. 175
ONTARIO CA, 91764
CONTACT: JOHN GRACE
EMAIL: JOHN.GRACE@HILLWOOD.COM
PHONE: (909) 256-5924

PROJECT REPRESENTATIVE

ALBERT A. WEBB ASSOCIATES
3788 MCCRAY STREET
RIVERSIDE, CA 92506
CONTACT: RICHARD BELMUDEZ
PHONE: (951) 686-1070
FAX: (951) 788-1256

SOILS ENGINEER

SOUTHERN CALIFORNIA GEOTECHNICAL
22885 E. SAVI RANCH PARKWAY STE. E
YORBA LINDA, CA 92887
CONTACT: ROBERT TRAZO
PHONE: (714) 685-1115
FAX: (714) 685-1118

ENGINEER

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3788 MCCRAY STREET
RIVERSIDE, CA 92506
CONTACT: SARAH KOWALSKI
PHONE: (951) 686-1070
FAX: (951) 788-1256

TOPOGRAPHY SOURCE

TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS, INC. ON 02/15/2022

ARCHITECT

HPA ARCHITECTURE
18831 BARDEEN AVE., STE 100
IRVINE, CA 92612
CONTACT: INKON KIM
PHONE: (949) 863-1770
EMAIL: JAIME@HPARCHS.COM

A.P.N.

329-240-016 THRU -020, -023, THRU -027

ACREAGE

GROSS	21.6 AC
NET	20.0 AC
R/W	1.6 AC

LAND USE

EXISTING LAND USE: VACANT
EXISTING GENERAL PLAN LAND USE: COMMERCIAL COMMUNITY (CC)
EXISTING ZONING: LIGHT INDUSTRIAL (LI)

PROPOSED GENERAL PLAN LAND USE: COMMERCIAL COMMUNITY (CC)
PROPOSED ZONING: LIGHT INDUSTRIAL (LI)

PROJECT DATA

BUILDING AREA	
OFFICE - FIRST FLOOR	10,000 SF
OFFICE - SECOND FLOOR	5,000 SF
WAREHOUSE	397,348 SF
TOTAL BUILDING FOOTPRINT	407,348 SF
TOTAL FLOOR AREA	412,348 SF
AUTO PARKING REQUIRED	
OFFICE:	
(1 STALL/300 SF IF LESS THAN 10% GFA)	N/A
WAREHOUSE:	
>40K SF @ (30 STALLS + 1 STALL/5,000 SF)	105 STALLS
TOTAL	105 STALLS
AUTO PARKING PROVIDED	
STANDARD (9' x 19')	76 STALLS
ADA STANDARD (9' x 19')	3 STALLS
ADA VAN (12' x 19')	2 STALLS
EV ADA STANDARD (9' x 19')	1 STALLS
EV ADA VAN (12' x 19')	1 STALLS
EV AMBULATORY (10' x 19')	1 STALLS
EVCS STANDARD (9' x 19')	3 STALLS
EV CALPABLE (9' x 19')	19 STALLS
TOTAL	106 STALLS
TRAILER PARKING REQUIRED	
1/ 5,000 SF	82 STALLS
TRAILER PARKING PROVIDED	
TYPICAL TRAILER (10' x 55')	144 STALLS

LEGEND

- EXISTING CENTER LINE
- EXISTING EASEMENT
- EXISTING EDGE OF PAVEMENT
- EXISTING FENCE
- EXISTING LOT LINE
- PROJECT BOUNDARY
- PROP/EX RIGHT OF WAY
- PROPOSED BUILDING OUTLINE
- PROPOSED CENTER LINE
- PROPOSED CURB

ABBREVIATIONS

CL	CENTER LINE
C&G	CURB AND GUTTER
EP	EDGE OF PAVEMENT
EX	EXISTING
PP	POWER POLE
PROP	PROPOSED
PIP	PROTECT IN PLACE
R/W	RIGHT-OF-WAY
S/W	SIDEWALK
TBR	TO BE REMOVED
TBU	TO BE UNDERGROUNDED

GENERAL INFORMATION

1. ALL PARCELS WITHIN PROJECT BOUNDARY TO BE COMBINED VIA PARCEL MAP
2. THOMAS BROS. MAP BOOK PAGE: 838, GRID: C1 AND D1
3. PROJECT IS NOT WITHIN A SPECIFIC PLAN.
4. PROJECT LIES WITHIN THE CITY OF PERRIS REDEVELOPMENT PROJECT AREA.
5. PROJECT LIES WITHIN CFD NO. 1.
6. EASEMENTS OF RECORD ARE PLOTTED HEREIN.
7. PROJECT IS WITHIN EASTERN MUNICIPAL WATER DISTRICT
8. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
9. ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
10. LAND IS NOT WITHIN A SPECIAL STUDIES ZONE.
11. LAND HAS LOW POTENTIAL FOR LIQUEFACTION PER SOCAL GEO REPORT DATED 02/23/2022.
12. STRUCTURES AND/OR DWELLINGS DO NOT EXIST ON SITE.
13. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS AS REQUIRED BY NPDES SUPPLEMENT "A".
14. FLOOD ZONE X, AREA OF LOW FLOODING PER FEMA PANEL 06065C2060H.
15. PROJECT LIES WITHIN AIRPORT LAND USE COMPATIBILITY ZONE D
16. ARCHITECTURAL SITE PLAN PROVIDED BY HPA ARCHITECTURE ON 04/12/23

EASEMENT NOTES

SEE SHEET 2

LEGAL DESCRIPTION

SEE SHEET 2

SHEET INDEX

SHEET 1: TENTATIVE PARCEL MAP
SHEET 2: SECTIONS AND LEGAL

H:\2022\22-0199\GIS\Pro\tent_parcel_map\tent_parcel_map.aprx Map created 25 Jan 2024

Source: Ethanac Commerce Center Title Sheet, Jan 18, 2024.

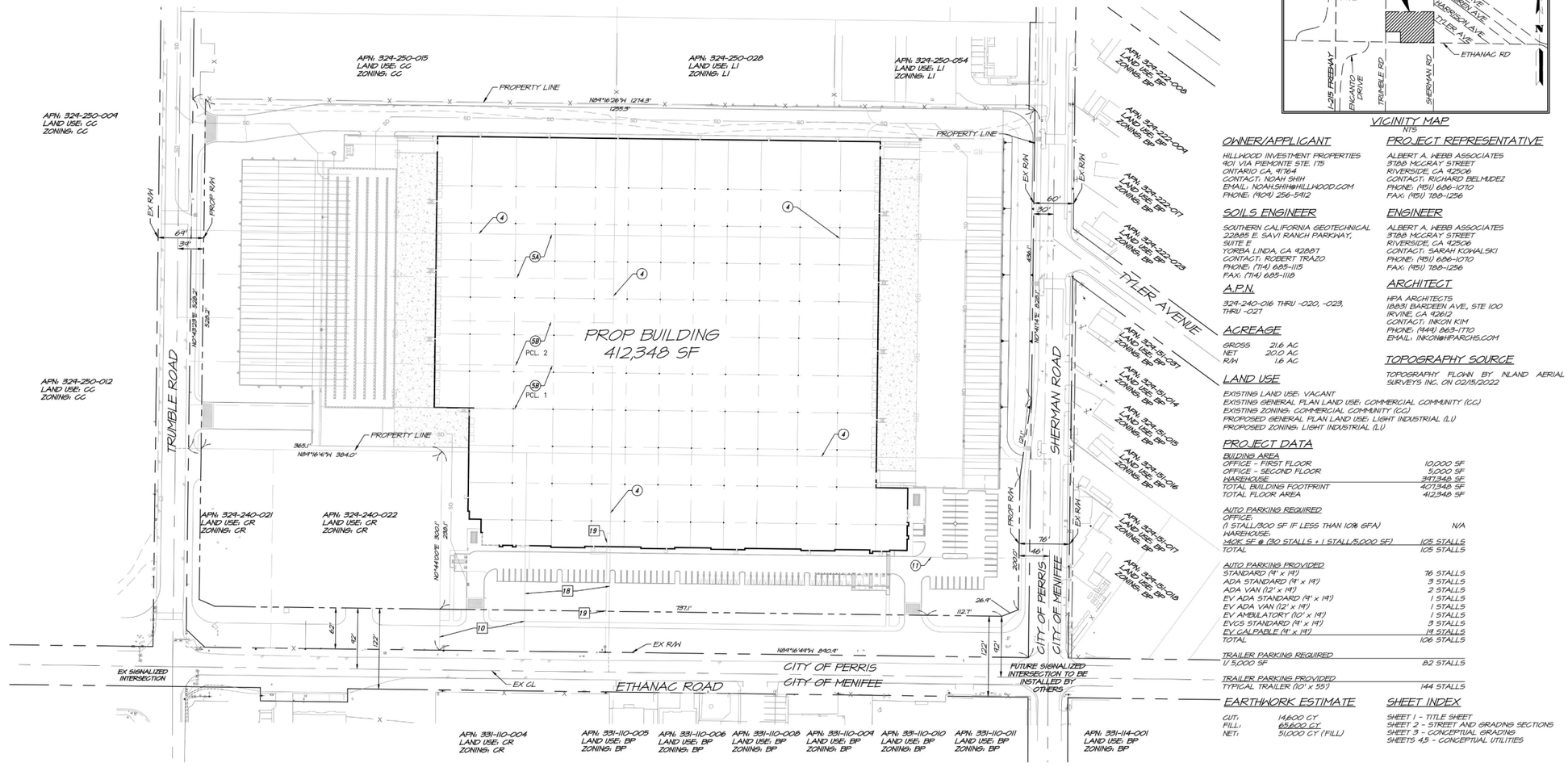
Figure 3.0-11 Tentative Parcel Map No. 38600
Ethanac Logistics Center

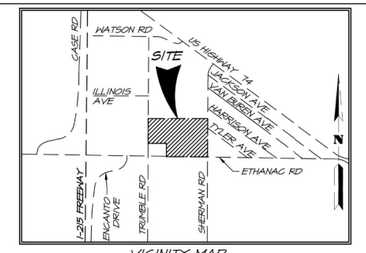
ALBERT A. WEBB ASSOCIATES

IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

DEVELOPMENT PLAN REVIEW NO. 22-00030

LOCATED IN SECTION 10 SW, T. 5S., R. 3W., S.B.M.





VICINITY MAP
NTS

OWNER/APPLICANT

HILLWOOD INVESTMENT PROPERTIES
401 VIA PIEMONTE STE. 175
ONTARIO CA, 91764
CONTACT: NOAH SHIH
EMAIL: NOAH.SHIH@HILLWOOD.COM
PHONE: (909) 256-3412

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GROSS	21.6 AC
NET	20.0 AC
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TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS INC. ON 02/15/2022

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TOTAL BUILDING FOOTPRINT	407,348 SF
TOTAL FLOOR AREA	412,348 SF

AUTO PARKING REQUIRED	
OFFICE:	
(1 STALL/300 SF IF LESS THAN 10% GFA)	N/A
WAREHOUSE:	
140K SF @ (30 STALLS + 1 STALL/5,000 SF)	105 STALLS
TOTAL	105 STALLS

AUTO PARKING PROVIDED	
STANDARD (9' x 19')	76 STALLS
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EVCS STANDARD (9' x 19')	3 STALLS
EV CALPABLE (9' x 19')	19 STALLS
TOTAL	106 STALLS

TRAILER PARKING REQUIRED	
1/ 5,000 SF	82 STALLS

TRAILER PARKING PROVIDED	
TYPICAL TRAILER (10' x 55')	144 STALLS

EARTHWORK ESTIMATE

CUT:	14,600 CY
FILL:	65,900 CY
NET:	51,000 CY (FILL)

SHEET INDEX

SHEET 1 - TITLE SHEET
SHEET 2 - STREET AND GRADING SECTIONS
SHEET 3 - CONCEPTUAL GRADING
SHEETS 4,5 - CONCEPTUAL UTILITIES

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8. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
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10. LAND IS NOT WITHIN A SPECIAL STUDIES ZONE.
11. LAND HAS LOW POTENTIAL FOR LIQUEFACTION PER SOCAL GEO REPORT DATED 02/23/2022.
12. SUB-SURFACE SEPTIC DISPOSAL IS NOT INTENDED ON SITE.
13. STRUCTURES AND/OR DWELLINGS DO NOT EXIST ON SITE.
14. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS AS REQUIRED BY NPDES SUPPLEMENT "A".
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16. PROJECT LIES WITHIN AIRPORT LAND USE COMPATIBILITY ZONE D
17. ARCHITECTURAL SITE PLAN PROVIDED BY HPA ARCHITECTURE ON 04/12/23

UTILITY PROVIDERS

WATER:	EASTERN MUNICIPAL WATER DISTRICT PHONE: (951) 685-7434
SEWER:	EASTERN MUNICIPAL WATER DISTRICT PHONE: (951) 685-7434
GAS:	SOUTHERN CALIFORNIA GAS COMPANY PHONE: (909) 307-7070
ELECTRIC:	SOUTHERN CALIFORNIA EDISON PHONE: 1 (800) 655-4555
TELEPHONE:	CHARTER COMMUNICATIONS (SPECTRUM) PHONE: (951) 406-1666
CABLE T.V.:	FRONTIER COMMUNICATIONS PHONE: (310) 264-5100
SCHOOL DISTRICT(S):	ROMOLAND SCHOOL DISTRICT (TK-8) PHONE: (951) 926-4244
	PERRIS UNION HIGH SCHOOL DISTRICT (9-12) PHONE: (951) 943-6369

EASEMENT NOTES

SEE SHEET 2

LEGAL DESCRIPTION

SEE SHEET 2



H:\2022\22-0199\GIS\Pro\dev_plan_rev\dev_plan_rev.aprx Map created 25 Jan 2024

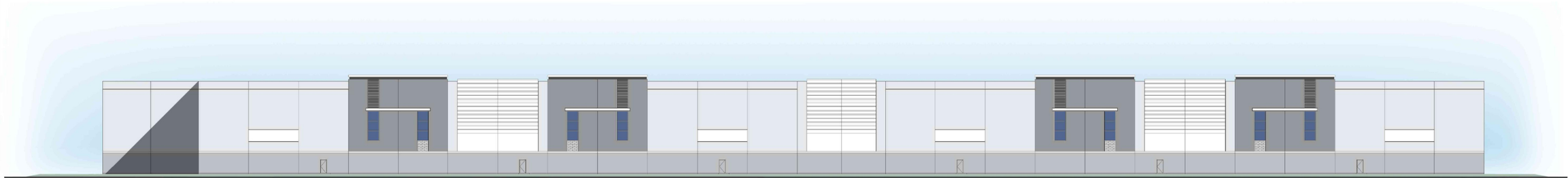
Source: Development Plan Review, sheet 1, Jan 18, 2024.

NTS

Figure 3.0-12 Development Plan Review

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



North Elevation



West Elevation - Trumble Road



South Elevation - Ethanac Road



East Elevation - Sherman Road (facing Menifee)

H:\2022\22-0199\GIS\Prot\building_elev\building_elev.aprx Map created 25 Jan 2024

Source: HPA Architecture and Hillwood, Sep. 7, 2023.

40 Foot Clear

NTS

Figure 3.0-13 Conceptual Building Elevations

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES

Screening and Landscaping

The Project is proposed to be consistent with City standards and provide 14-foot-high screen walls and perimeter landscaping along the Project site's frontage. **Figure 3.0-14, Screening Details**, **Figure 3.0-15, Elevation Details**, and **Figure 3.0-16, Line of Sight** provide the typical elevations of the proposed screen walls, gates, trash enclosures and views. The proposed landscaping consists of drought-tolerant and climate appropriate trees, shrubs and ground cover that include native species and would meet or exceed standards set forth in the Perris General Plan as reflected on **Figure 3.0-17, Conceptual Landscape Plan**. The landscape plan is designed to provide visual appeal and screen the views of the passenger vehicle parking lots from public rights-of-way as reflected in **Figure 3.0-18, View of Project Site**.

All roof mounted equipment would be set back and fully screened from public view behind a parapet. Trash enclosures would be approximately 8 feet in height and utilize concrete tilt-up panels consistent with the proposed buildings.

Eastern Project Boundary

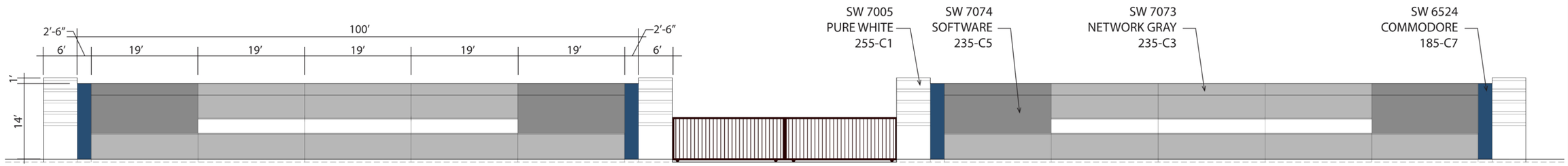
The Project site boundary along Sherman Road includes a proposed 6-foot-high wall that would be sited atop an 8-foot-high retained berm to screen both the view of the truck parking areas and loading bays with overall 14-foot high screening. A 52.7-foot-wide landscape area would further buffer and screen the Project site from Sherman Road. A 10-foot-wide walkway area would be provided within the right-of-way along Sherman Road. Perimeter landscaping would include screening trees. The Project would also include roadway improvements including repaving to the centerline of Sherman Road. As repaving may extend slightly beyond the roadway centerline and construction traffic control would be necessary, an encroachment permit would be necessary from the City of Menifee.

Western Project Boundary

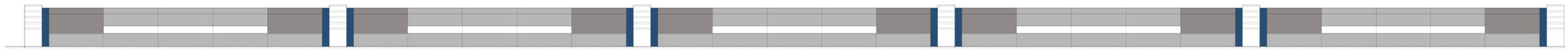
The Project site boundary along Trumble Road includes a proposed 6-foot-high wall that would be sited atop an 8-foot-high retained berm to screen both the view of the truck parking areas and loading bays with overall 14-foot high screening. A 57-foot-wide landscape area would further buffer and screen the Project site from Trumble Road. An 11-foot-wide walkway area would be provided within the right-of-way along Trumble Road. Perimeter landscaping would include screening trees. The Project would also include roadway improvements along Trumble Road.

Northern Project Boundary

Along the northeastern-most boundary of the Project site, adjacent to the existing properties, the Project would provide a retaining wall ranging from 0.5 feet to 3.5 feet in height due to site grade. The overall wall height located along the northern boundary be 8 feet in height with a 14-foot-high screening wall in the truck court area. The Project would also include roadway improvements north of the Project site to Illinois Avenue and Illinois Avenue west to Interstate 215.



Screenwall Details



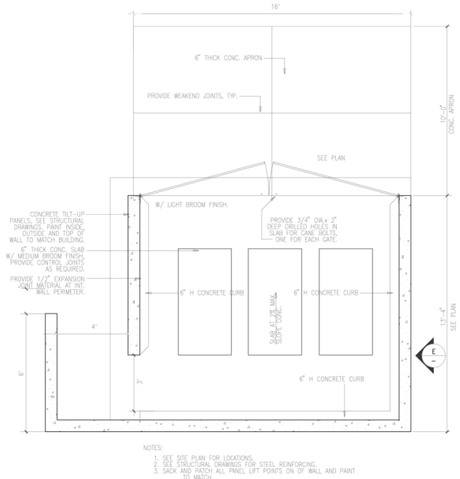
Screenwall Elevation

H:\2022\22-0199\GIS\Pro\screening\screening.aprx Map created 03 Aug 2023

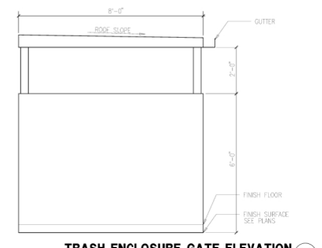
Source: HPA Architecture and Hillwood, Jan. 12, 2023.

Figure 3.0-14 Screening Details
Ethanac Logistics Center

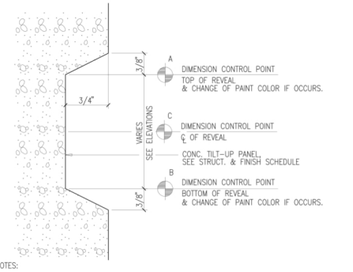
ALBERT A. WEBB ASSOCIATES



TRASH ENCLOSURE PLAN (D) scale: N.T.S.

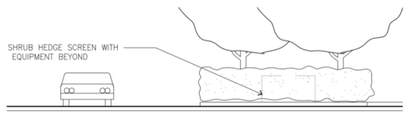


TRASH ENCLOSURE GATE ELEVATION (E) scale: N.T.S.

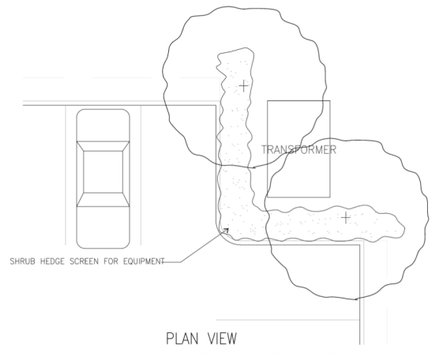


NOTES:
1. DIMENSION CONTROL POINTS AT REVEALS AND EDGE OF CONCRETE OPENINGS WHERE OCCUR, SEE WALL SECTIONS.
2. PAINT COLOR CHANGES TO ALWAYS OCCUR AT CONTROL POINT "A" OR "B"

TYP. CONCRETE REVEAL (B) scale: N.T.S.

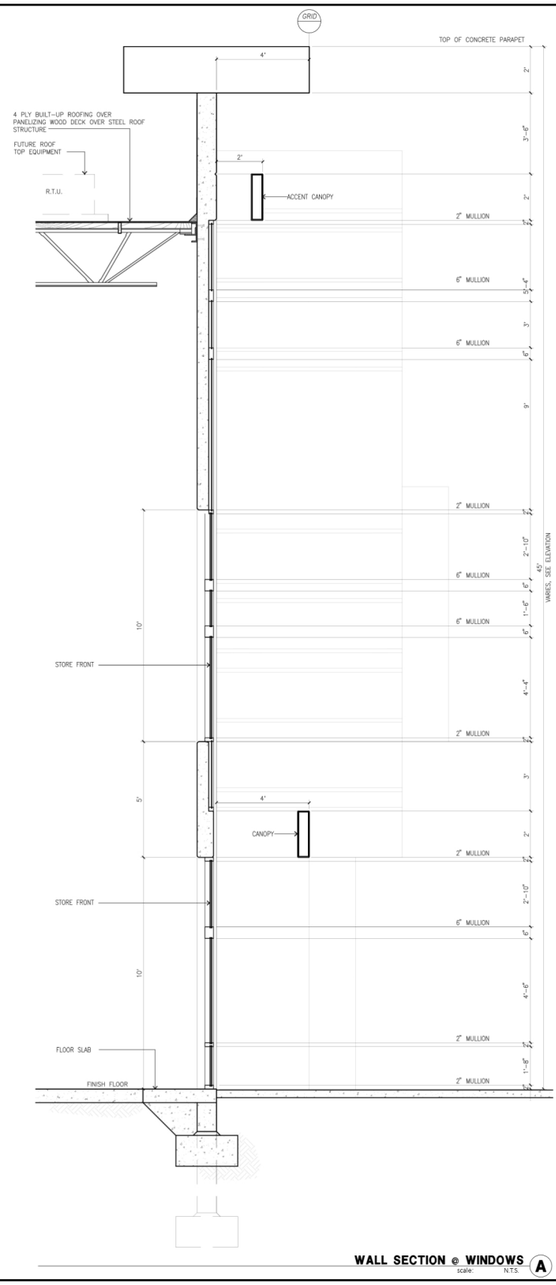


ELEVATION



PLAN VIEW

GROUND MOUNTED EQUIPMENT SCREENING, TYP. (C) scale: N.T.S.



WALL SECTION @ WINDOWS (A) scale: N.T.S.

Source: HPA Architecture, DAB-A4.1, March 29, 2023.

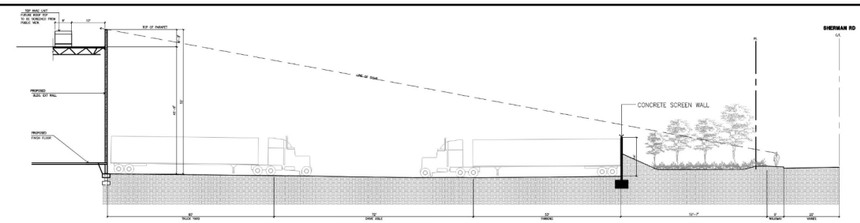
NTS

Figure 3.0-15 Elevation Details

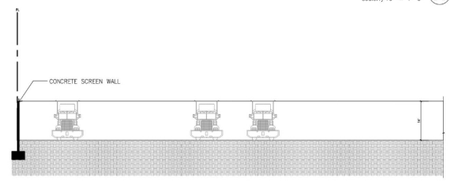
Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES

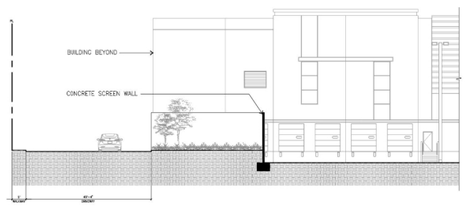
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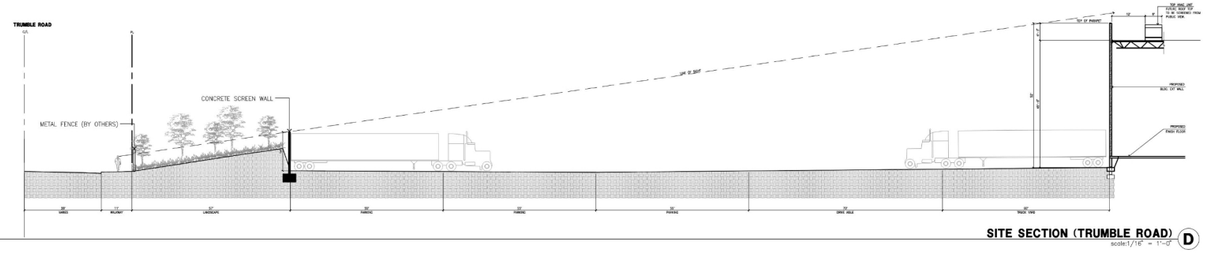
SITE SECTION (SHERMAN ROAD) A
scale:1/16" = 1'-0"



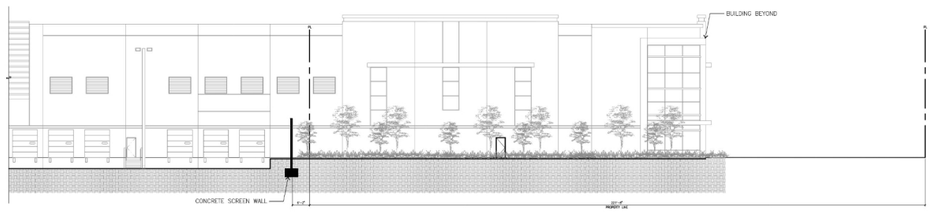
SITE SECTION B
scale:1/16" = 1'-0"



SITE SECTION C
scale:1/16" = 1'-0"



SITE SECTION (TRUMBLE ROAD) D
scale:1/16" = 1'-0"



SITE SECTION E
scale:1/16" = 1'-0"

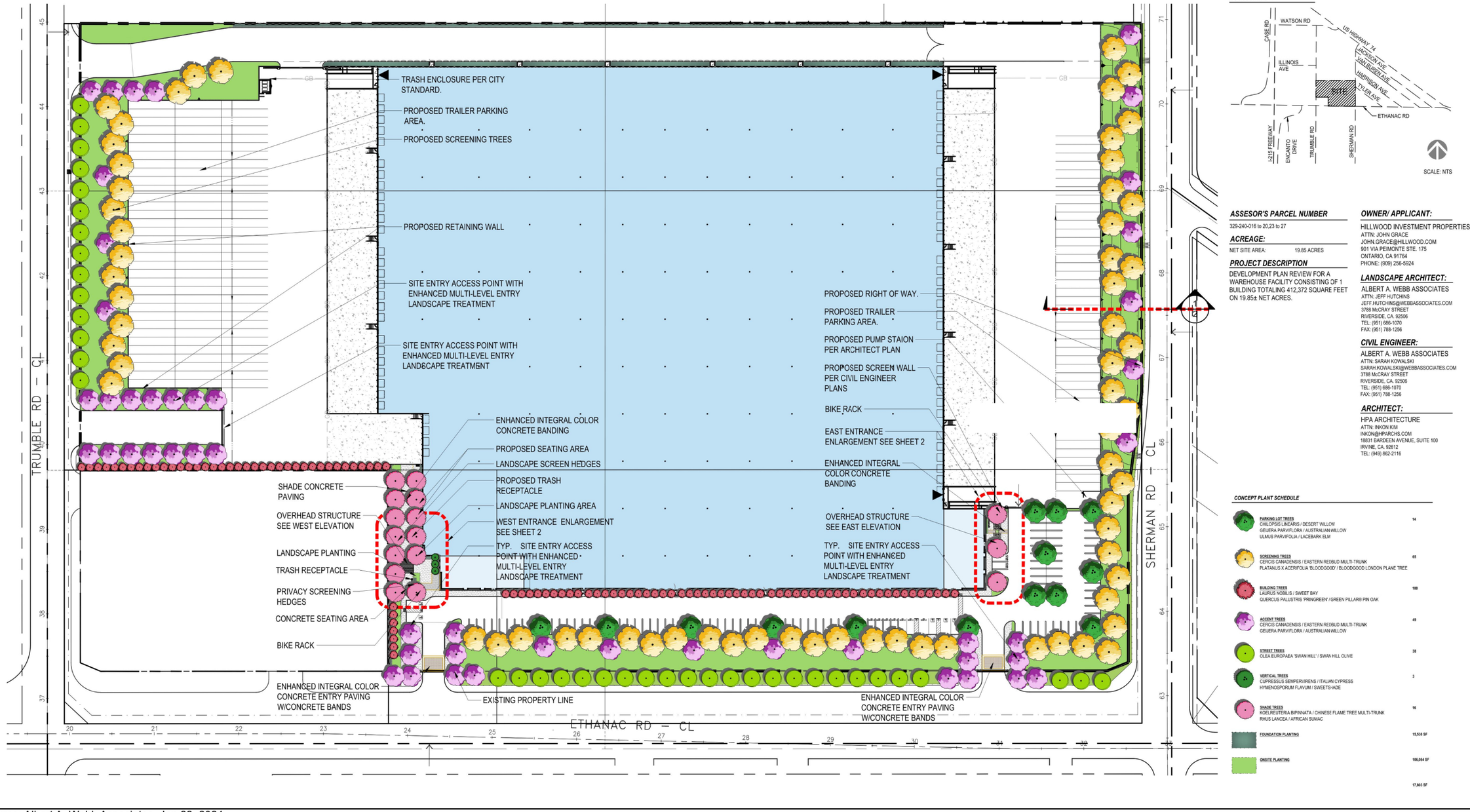
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Source: HPA Architecture, DAB-A4.2, July 20, 2023.

NTS

Figure 3.0-16 Line of Sight
Ethanac Logistics Center

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Source: Albert A. Webb Associates, Jan 22, 2024.

Figure 3.0-17 Conceptual Landscape Plan
Ethanac Logistics Center

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LANDSCAPE AREA TABULATION

ACREAGE
TOTAL NET SITE AREA: 864,675 SQ. FT. (19.9 AC)

BUILDING AREA
WAREHOUSE: 412,348 SQ. FT.

ON-SITE LANDSCAPE AREA: 129,809 SQ. FT. (15%)
OFF-SITE LANDSCAPE PROVIDED: 17,797 SQ. FT.
TOTAL LANDSCAPE AREA: 147,606 SQ. FT.

PARKING LOT TREE TABULATION

TREES REQUIRED @ 1 TREE PER 6 STALLS: 19 REQUIRED
TREES PROVIDED: 80 PROVIDED

PARKING LOT TREE SIZE TABULATION

24" BOX TREES: 14 (17%) TREES PROVIDED
36" BOX TREES: 66 (83%) TREES PROVIDED
80 (100%) TOTAL TREES PROVIDED

LANDSCAPE SHRUB/GROUNDCOVER PLANT MATERIAL SIZE TABULATION

REQUIRED: 5 GALLON (80%) / 1 GALLON (20%)

PROVIDED:
LANDSCAPE
SHRUBS: 93,454 SQ. FT. @ 5 GALLON (80%)
23,363 SQ. FT. @1 GALLON (20%)

FOUNDATION SHRUB: 17,797 SQ. FT. @ 5 GALLON (100%)

TOTAL: 111,251 SQ. FT. 5 GALLON (80%)
23,363 SQ. FT. 1 GALLON (20%)
134,614 SQ. FT. 5 GALLON (80%) / 1 GALLON (20%)

MULCH NOTE:

ALL EXPOSED LANDSCAPE AREAS, (EXCLUDING BASIN SLOPES), ARE TO BE COVERED WITH 3" LAYER OF WOOD MULCH AFTER ALL PLANTING AND IRRIGATION OPERATIONS ARE COMPLETE. MULCH SHALL NOT BE INSTALLED ON PLANTING AREAS THAT CONTAIN HYDRO-SEED MIX.

TREE SHADING LEGEND

18,639 SF PARKING AREA

9,450 SF SHADED PARKING AREA

PERCENTAGE RATIO OF TOTAL SHADED PARKING AREA PROVIDED **51%**

MINIMUM PERCENTAGE RATIO OF TOTAL SHADED PARKING AREA REQUIRED **50%**

GENERAL NOTES:

TREE SIZES ARE SHOWN AT 5 YEARS MATURITY

FOR PLANT LEGEND AND NOTES SEE CONCEPTUAL LANDSCAPE PLAN

RIVERSIDE COUNTY ORDINANCE 859 LANDSCAPE WATER USE CALCULATIONS

PROJECT TYPE Commercial

ETHANAC COMMERCE CENTER

0.45 *ETo ALLOWANCE*

Applicant to use drop down menus in cells that indicate a selection to describe each hydrozone.
Please note that embedded formulas will reflect as 'false' or as an error until selections are completed.

1 ***MAXIMUM ANNUAL WATER ALLOWANCE*** **(MAWA)**

INPUT the total square footage of landscape = 147,793 S.F.
INPUT the Hist. ETo for the area = 66.71
MAWA = **367,746** cu ft / yr
SubTotal EAWU = 201,184 cu ft / yr
Input Irrigation System Operation Factor 0.85
Total EAWU = **236,687**
MAWA - EAWU = **131,059** cu ft / yr
(this number must be positive)
PERCENTAGE OF WATER SAVED RELATIVE TO MAX. ALLOWED = 36%

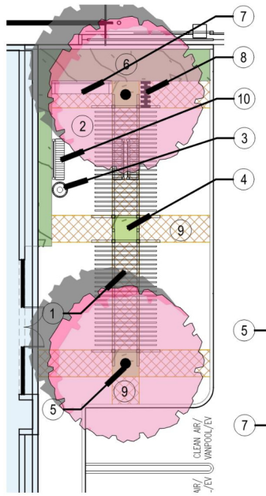
2 ***ESTIMATED ANNUAL WATER USE*** **(EAWU)**

* Trees are not required to be listed as a separate hydrozone if understory is planted with plants of an equal or higher plant factor, and foot area is already included in calculations.

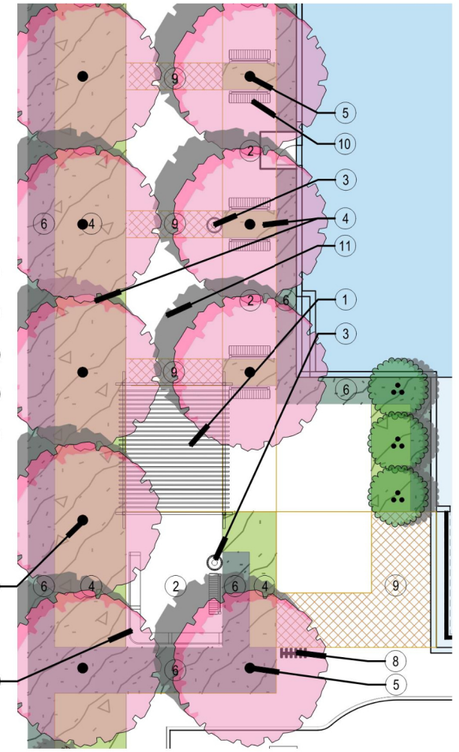
	Plant Factor	Plant Type	Water Use
Hydrozone # 1	0.2	*Shrubs / Groundcover*	*Low*
INPUT Square Foot Area of Hydrozone = 143,233			
Hydrozone Irrigation Efficiency = 0.85		*In-line Drip-Densely Planted*	
EAWU = 186,352 cu ft / yr			
Hydrozone # 2	0.5	*Trees / Mulch*	*Moderate*
INPUT square footage of hydrozone = 4,560			
Hydrozone Irrigation Efficiency = 0.85		*Bubblers*	
EAWU = 14,832 cu ft / yr			

IRRIGATION CALCULATION

1. OVERHEAD STRUCTURE
2. EMPLOYEE RESTING AREA
3. TRASH RECEPTACLE
4. LANDSCAPE SHRUBS
5. SHADE TREE
6. PRIVACY HEDGES
7. CONCRETE SEATING
8. BIKE RACK
9. SPECIAL PAVING
10. BENCH
11. SHADE CONCRETE PAVING



EAST ENTRANCE SCALE: 1"=10'



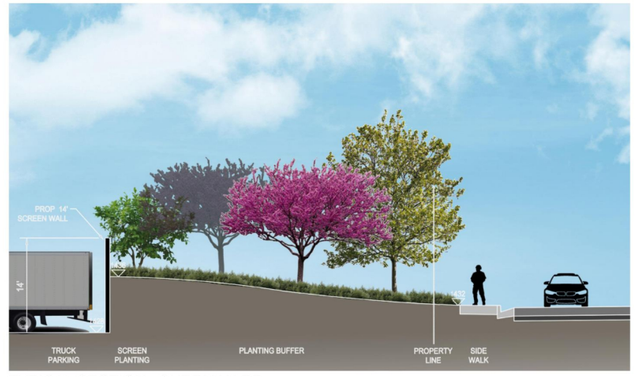
WEST ENTRANCE SCALE: 1"=10'



WEST ENTRANCE ELEVATION VIEW SCALE: 1"=10'



EAST ENTRANCE ELEVATION VIEW SCALE: 1"=10'



TYPICAL SECTION - SHERMAN RD SCALE: 1"=10'

H:\2022\22-0199\GIS\Pro\screen_elev_details\screen_elev_details.aprx Map created 27 Sep 2023

Source: Albert A. Webb Associates, Sep 6, 2023.

NTS

Figure 3.0-18 View of Project Site
Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES

Southern Project Boundary

Improvements along Ethanac Road would include a 25-foot-wide parkway with an 8-foot-wide sidewalk. Perimeter landscaping would include screening trees. The Project would provide a 14-foot-high screen wall along the southwestern parking area adjacent to the existing property located at the southwest corner of Ethanac and Trumble Roads. A landscape buffer would also be provided between the proposed building and the existing property's eastern boundary. The Project would also include roadway improvements just south of the centerline of Ethanac Road. Roadway improvements to Ethanac may also encroach into the City of Menifee, possibly necessitating the need for an encroachment permit.

Lighting

Project lighting would include energy efficient light-emitting diodes (LED) security lights along the buildings and wall and pole-mounted lights in the parking areas as reflected in **Figure 3.0-19, Proposed Lighting**. All Project-related lighting would be downward facing and shielded as required by the Perris Municipal Code.

3.5 Infrastructure

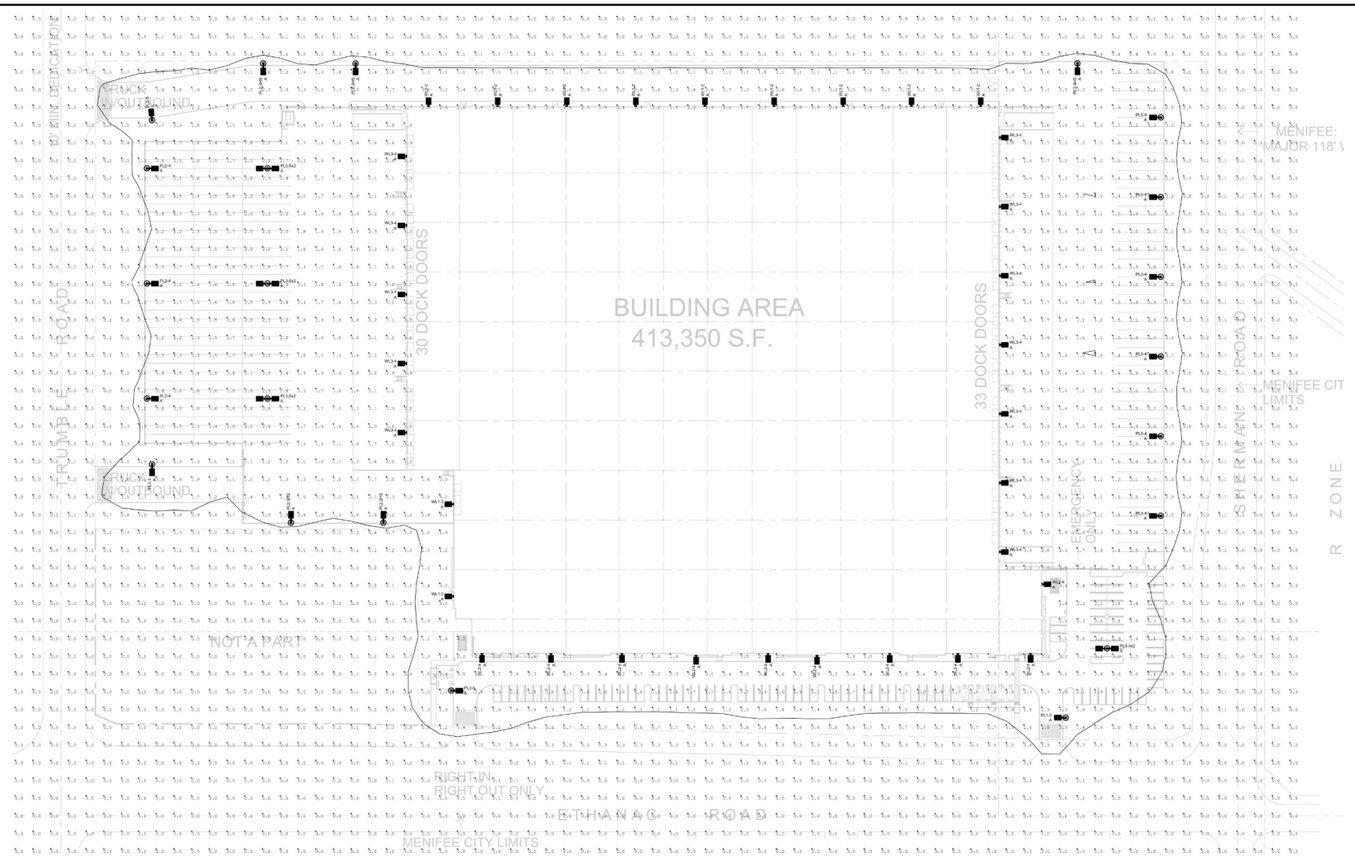
Existing and proposed infrastructure is reflected on **Figure 3.0-20, Existing and Proposed Utilities**, below. Proposed infrastructure associated with alternative drainage system is reflected on **Figure 3.0-21, Existing and Proposed Utilities (Alternative Option)**.

3.5.1 Water

Domestic water services in the Project vicinity are provided by the Eastern Municipal Water District (EMWD). There are existing water lines near the Project site: a 12-inch diameter waterline in Trumble Road; a 20-inch diameter waterline and 18-inch brackish waterline in Ethanac Road; an 8-inch diameter waterline, 18-inch brackish waterline, brackish water blowoff valve, and fire hydrant in Sherman Road; as well as a 12-inch waterline in Sherman Road south of Ethanac Road. There is also an existing 8-inch water line in Illinois Avenue. The Project would connect to the 12-inch waterline in Trumble Road. The Project would also provide a diesel-powered fire flow pump that will be used for fire flow demands. The fire flow pump would only be used during fire emergencies and routine testing and would not be part of the Project's normal daily operations. No offsite water line improvements are proposed.

3.5.2 Recycled Water

Recycled water services in the Project vicinity are also provided by the EMWD. There are no existing recycled water lines adjacent to the Project site. The closest recycled water lines are within Case Road, west of I-215 and within McLaughlin Road, south of the Project site over half a mile away. The sizing of those recycled water lines do not account for irrigation demands of this proposed Project and the EMWD will not require extension of those lines to serve the proposed Project. There are nearby projects in development that may result in construction of recycled water facilities closer to the Project site. The Project would include recycled water irrigation infrastructure that could connect to future recycled water facilities. In the meantime, irrigation lines within the Project site would connect to the existing 12-inch potable waterline in Trumble Road.



SITE LIGHTING PLAN

(SCALE: 1"=50'-0")

NOTE: ALL EXTERIOR LIGHTS TO BE 3000K COLOR TEMP

FIXTURE LEGEND

SYMBOL	DESCRIPTION	BUG RATING	COMPLIES WITH CAL GREEN 5.106.8
P1.1-3	TYPE 3 (RSX2-LED-P1-30K-R3) LED CUT-OFF ON 25' SQUARE STEEL POLE ON 2'-0" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B2-UO-G2	YES
P2.2-3HS	TYPE 3 (RSX2-LED-P2-30K-R3-HS) LED CUT-OFF W/HOUSE SIDE SHIELD ON 25' SQUARE STEEL POLE ON 2'-0" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B1-UO-G2	YES
P2.2-4	TYPE 4 (RSX2-LED-P2-30K-R4) LED CUT-OFF ON 25' SQUARE STEEL POLE ON 2'-0" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B2-UO-G3	YES
P3.3-3	TYPE 3 (RSX2-LED-P3-30K-R3) LED CUT-OFF ON 25' SQUARE STEEL POLE ONLY 6" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B3-UO-G3	YES
P3.3-4	TYPE 4 (RSX2-LED-P3-30K-R4) LED CUT-OFF ON 25' SQUARE STEEL POLE ON 2'-0" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B3-UO-G3	YES
P3.3-4HS	TYPE 4 (RSX2-LED-P3-30K-R4-HS) LED CUT-OFF W/HOUSE SIDE SHIELD ON 25' SQUARE STEEL POLE ON 2'-0" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B1-UO-G3	YES
P3.3-5	TYPE 5 (RSX2-LED-P3-30K-R5) LED CUT-OFF ON 25' SQUARE STEEL POLE ON 2'-0" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B5-UO-G3	YES
P3.3-5x2	TWIN TYPE 5 (RSX2-LED-P3-30K-R5) LED CUT-OFF ON 25' SQUARE STEEL POLE ONLY 6" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B5-UO-G3	YES
W1.1-2	TYPE 2 (RSX2-LED-P1-30K-R2) LED CUT-OFF AT 32' AFF	B2-UO-G1	YES
W2.2-4	TYPE 4 (RSX2-LED-P2-30K-R4) LED CUT-OFF AT 32' AFF	B2-UO-G3	YES
W3.3-4	TYPE 4 (RSX2-LED-P3-30K-R4) LED CUT-OFF AT 32' AFF	B3-UO-G3	YES

* - SEE ARCHITECTURAL PLANS FOR ACTUAL POLE BASE HEIGHTS

SITE LIGHTING STATISTICS

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Hardscape	Illuminance	Fc	2.15	4.5	1.0	2.06	4.40

NONRESIDENTIAL MANDATORY MEASURES

TABLE 5.106.8 [N]
MAXIMUM ALLOWABLE BACKLIGHT, UPLIGHT AND GLARE (BUG) RATINGS[1]

ALLOWABLE RATING	LIGHTING ZONE LZ0	LIGHTING ZONE LZ1	LIGHTING ZONE LZ2	LIGHTING ZONE LZ3	LIGHTING ZONE LZ4
Maximum Allowable Backlight Rating (B)					
Luminaire greater than 2 mounting heights (MH) from property line	N/A	No Limit	No Limit	No Limit	No Limit
Luminaire back hemisphere is 1 – 2 MH from property line	N/A	B2	B3	B4	B4
Luminaire back hemisphere is 0.5 – 1 MH from property line	N/A	B1	B2	B3	B3
Luminaire back hemisphere is less than 0.5 MH from property line	N/A	B0	B0	B1	B2
Maximum Allowable Uplight Rating (U)					
For area lighting[2]	N/A	U0	U0	U0	U0
For all other outdoor lighting, including decorative luminaires	N/A	U1	U2	U3	U4
Maximum Allowable Glare Rating (G)					
Luminaire greater than 2 MH from property line	N/A	G1	G2	G3	G4
Luminaire front hemisphere is 1 – 2 MH from property line	N/A	G0	G1	G1	G2
Luminaire front hemisphere is 0.5 – 1 MH from property line	N/A	G0	G0	G1	G1
Luminaire front hemisphere is less than 0.5 MH from property line	N/A	G0	G0	G0	G1

1. If SPA Lighting Zones 0 are not applicable, refer to Lighting Zones as defined in the *California Energy Code* and Chapter 10 of the *California Administrative Code*.
2. For property lines that abut public walkways, bikeways, plazas and parking lots, the property line may be considered to be 5 feet beyond the actual property line for purpose of determining compliance with this section. For property lines that abut public roadways and public transit corridors, the property line may be considered to be the centerline of the public roadway or public transit corridor for the purpose of determining compliance with this section.
3. General lighting luminaires in areas such as outdoor parking, sales or storage lots shall meet these reduced ratings. Decorative luminaires located in these areas shall meet U-value limits for "all other outdoor lighting."

CAL GREEN BUG TABLE

H:\2022\22-0199\GIS\Pro\screen_elev_details\screen_elev_details.aprx Map created 27 Sep 2023

Source: Gregg Electric Inc., Jan 9, 2023.

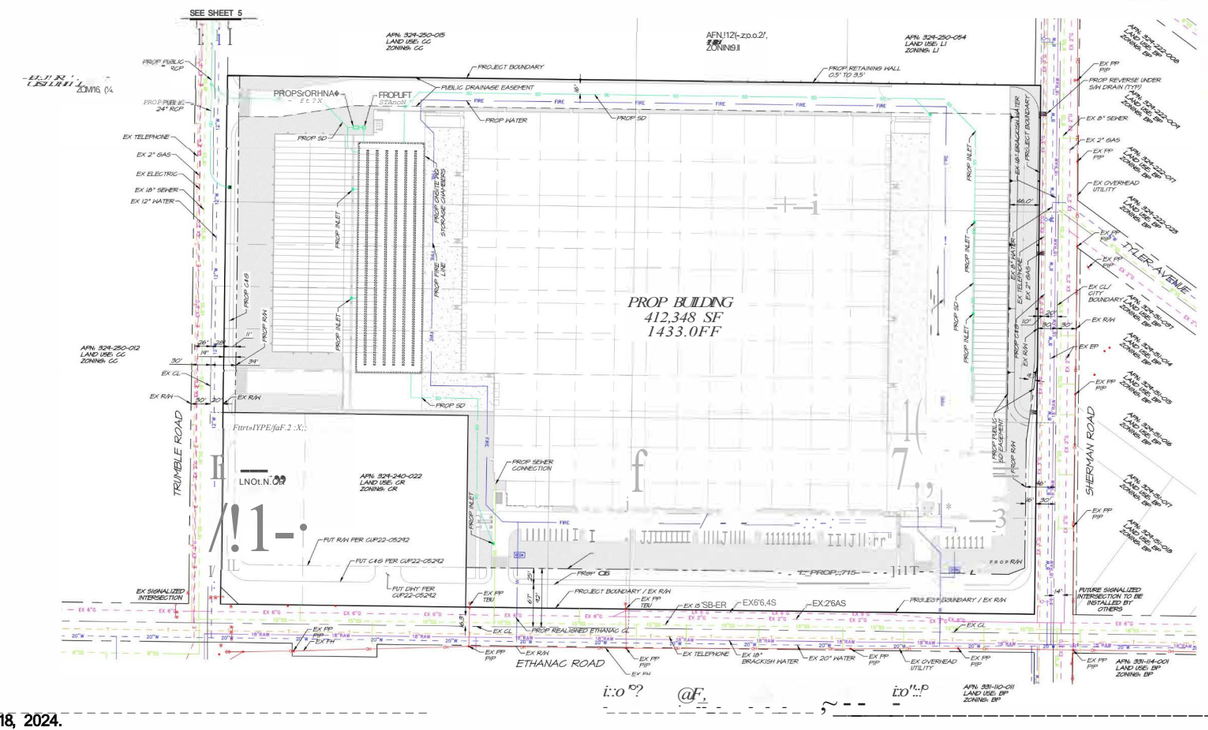
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Figure 3.0-19 Proposed Lighting

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES





LEGEND

- EXIST/Ne 18" BRACKISH HATER
- EXIST/MS BRACKISH /JA TER BLOH OFF VAL 1/E
- EXIST/Ne ELECTRIC
- EXIST/Ne FIRE HYDRANT
- EXISTIN6 2 " 6 A 5
- EXIST/Ne : r 6 A S
- EXIST/Ne 6 " e A s
- OVERHEAD UTILITY"
- EXIST/Ne 6 " SEHER
- EXIST/Ne 8" SEHER
- EXIST/Ne 15" SEHER
- EXIST/Ne 18" SEHER
- EXIST/Ne SEHER HANHOLE
- EXIST/Ne 136" STORM DRAIN
- EXIST/Ne 48" STORM DRAIN
- EXISTING TELEPHONE
- EXISTING ,8" /A TER
- EXISTING 12" HATER
- EXISTING 20 " HATER
- PROJECT BOUNDARY
- ---RIGHT-<JF-HAY(EX!STIN6/PROPOSED)
- PROPOSED HATER
- PROPOSED FIRE LINE
- PROPOSED SEHER
- PROPOSED STORH DRAIN

ABBREVIATIONS

CL	CENTER LINE
Clt5	CURB AND tSUTTER
EX	EXISTIN5
PP	POWER POLE
PROP	PROPOSED
PIP	PROTECT N PLACE
RCB	REINFORCED CONCRETE BOX
RCP	REINFORCED CONCRETE PIPE
R/N	R/6/IT-<JF-HA Y
SD	STORM DRAIN
TBU	TO B E UNDERISRC)UNDED
TYP	TYPICAL

Source: Development Plan Review sheets 4-5, Jan 18, 2024.

Figure 3.0-20 Existing and Proposed Conceptual Utilities

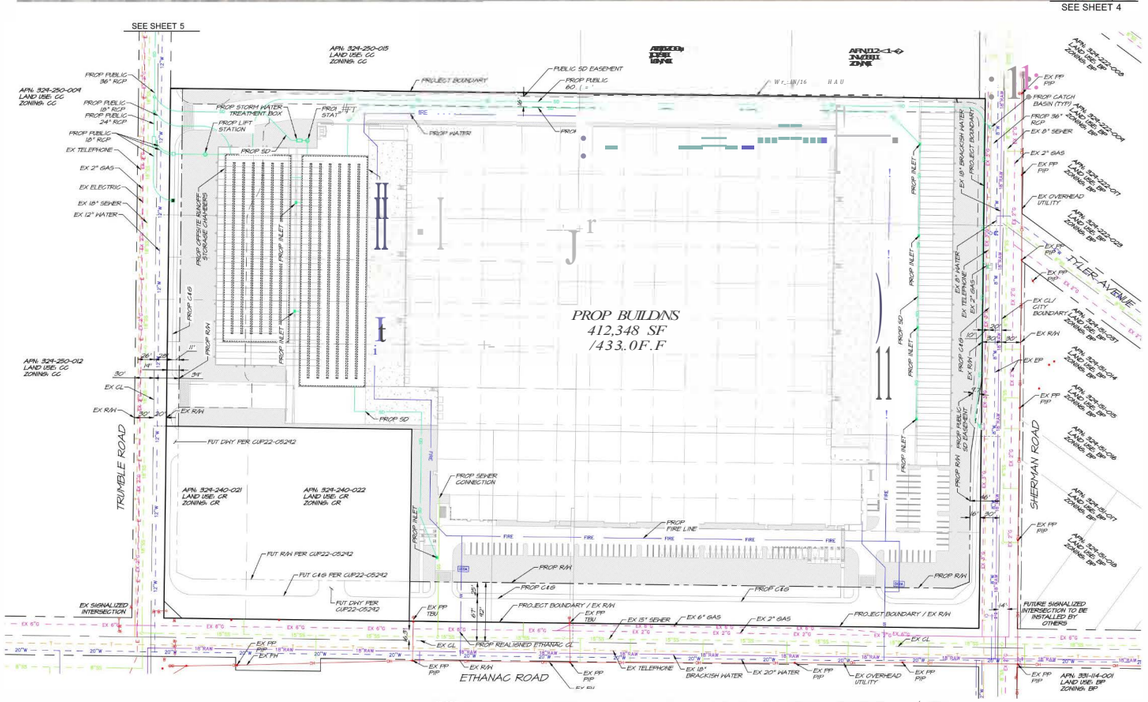
Ethanac Logistics Center

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ALBERT A WEBB ASSOCIATES

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LEISEND

- Ex1snNe 1b" BRACKISH H.4TER
- EXISTING BRACKISH HATER BLOH OFF VAL VE
- EXISTING ELECTRIC
- EXISTING FIRE HYDRANT
- EX 2'G -EXISTING2" GAS
- Ex 3"G - EXISTING 3" GAS
- EX 6"G -EX/STING6" e As
- OH E X / S T I N G OVERHEAD UTILITY
- 6" EXISTING 6" SEhIER
- 8" EXISTING 8" SEhIER
- 15" EXIST/Ne 15" SEhIER
- 18"|5 EXISTING 18" SEHER
- EXISTING SEHER MANHOLE
- 36"SD ---EXISTING36"STORHDRAIN
- 48"SD - - - EXISTING 4B" STORM DRAIN
- T-EXISTING TELEPHONE
- BW - EXISTING 8" HATER
- 12"W -EXISTING/2" H.4TER
- 20"W - EXISTING 20" H.4 7ER
- PROJECT BOUNDARY
- RIGHT-oF-HAY/EXISTING/PROPOSED)
- W PROPOSED H.4TER
- FIRE PROPOSED FIRE LINE
- PROPOSED SEHER
- S D PROPOSED STORM DRAIN

ABBREV/A TIONS

CL	CENTER LINE
C t e	CURB AND GUTTER
EX	EXIST/Ne
PP	PONER POLE
PROP	PROPOSED
PIP	PROTECT N PLACE
RCB	REINFORCED CONCRETE BOX
RCP	REINFORCED CONCRETE PIPE
R/H	RIGHT-oF-HAY
SD	STORM DRAIN
TBU	TO B E UNDERGRO/INDED
TYP	TYPICAL

Source: Development Plan Review sheets 4-5, Jan 19, 2024.

Figure 3.0-21 Existing and Proposed Conceptual Utilities (Alternative Option)

Ethanac Logistics Center

NTS

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H: 022a 0 GIS\P ... ails.arrx Map created 30 Jan 2024

3.5.3 Sewer

Sewer (wastewater) collection and treatment services in the Project vicinity are also provided by the EMWD. There is an existing 15-inch sewer line in Ethanac Road, an existing 10-inch sewer line in Trumble Road, and an existing 8-inch sewer line in Sherman Road (south of Ethanac Road). The Project would connect to the existing 15-inch sewer line in Ethanac Road. No offsite sewer line improvements are proposed.

3.5.4 Storm Drain

The Project site is located within the Romoland Master Drainage Plan watershed area. There are no existing storm drain facilities adjacent to the Project site but the Project site is naturally tributary to the Romoland Master Drainage Plan (MDP) Line A-11 facility. Onsite runoff would be conveyed throughout the site via proposed curb and gutters and captured by a network of drainage inlets that convey captured flows towards an underground storage chamber before being pumped to a proposed biotreatment device for water quality treatment. Treated stormwater would then gravity flow to a proposed storm drain line in Trumble Road, which connects to City of Perris Line A (City Line A) in Illinois Avenue. City Line A connects to MDP Line A-11 which ultimately connects to MDP Line A.

Offsite flows tributary to the Project site, from east of Sherman Road, would sheet flow from Sherman Road across the Project site. along the northerly boundary to Trumble Road. Catch basins would be added in Trumble Road to collect and convey offsite flows to the proposed storm drain line in Trumble Road, which would connect to existing City Line A in Illinois Avenue. A second storm drain line parallel to City Line A in Illinois Avenue may be included to provide additional capacity should it be required by the City of Perris.

As an alternative to the proposed storm drain system with respect to capturing offsite flows, these flows may instead be collected via proposed catch basins in Sherman Road and conveyed via a public storm drain line along the northern portion of the Project site to a second underground storage chamber system located on the west side of the Project site. Offsite flows would then be pumped out of the storage system and confluence with the onsite flows in the proposed storm drain line in Trumble Road and continue from there, as described above.

The Project applicant would construct offsite drainage facilities traveling north of the Project site in Trumble Road to Illinois Avenue to connect to the existing MDP Line A-11 (an existing 36-inch to 48-inch reinforced concrete pipe). These improvements may encroach into the City of Menifee.

Hence, the Project would construct onsite drainage improvements as well as offsite drainage improvements along the western side of Trumble Road north of the Project site to Illinois Avenue from Trumble Avenue to I-215 in order to connect to MDP Line A-11 and ultimately MDP Line A. The Project would be generally consistent with the Romoland MDP since flows will ultimately drain to MDP facility Line A. It is anticipated that construction of any off-site drainage facilities would occur within the roadway right-of-way.

3.5.5 Utilities

Future development of the proposed Project site would require utility services provided by the purveyors identified in **Table 3.0-B, Project Utility Purveyors**, below.

Table 3.0-B, Project Utility Purveyors

Services Provided	Purveyor
Water/Recycled Water	EMWD
Sewer	EMWD
Telephone	Verizon/Frontier
Electricity	Southern California Edison
Natural gas	Southern California Gas Company
Solid Waste Disposal	CR&R Disposal
Cable Television/Internet	Frontier Communications

There are existing utilities in the surrounding and offsite roadways as follows:

- Ethanac Road – There are two existing power poles located along Ethanac Road that would be undergrounded as part of roadway improvements. Ethanac Road includes existing 2-inch and 6-inch gas lines. There are also existing overhead utility and power poles along the south side of the roadway but these would remain in place since this area is not along the Project frontage,
- Sherman Road – There is an existing telephone and 2-inch gas line in Sherman Road as well as an existing overhead utility along the eastern side of the roadway.
- Trumble Road – Trumble Road includes an existing 2-inch gas line, telephone, and electricity.
- Illinois Avenue – There is an existing 2-inch gas line in Illinois Avenue.

3.6 Offsite Improvements

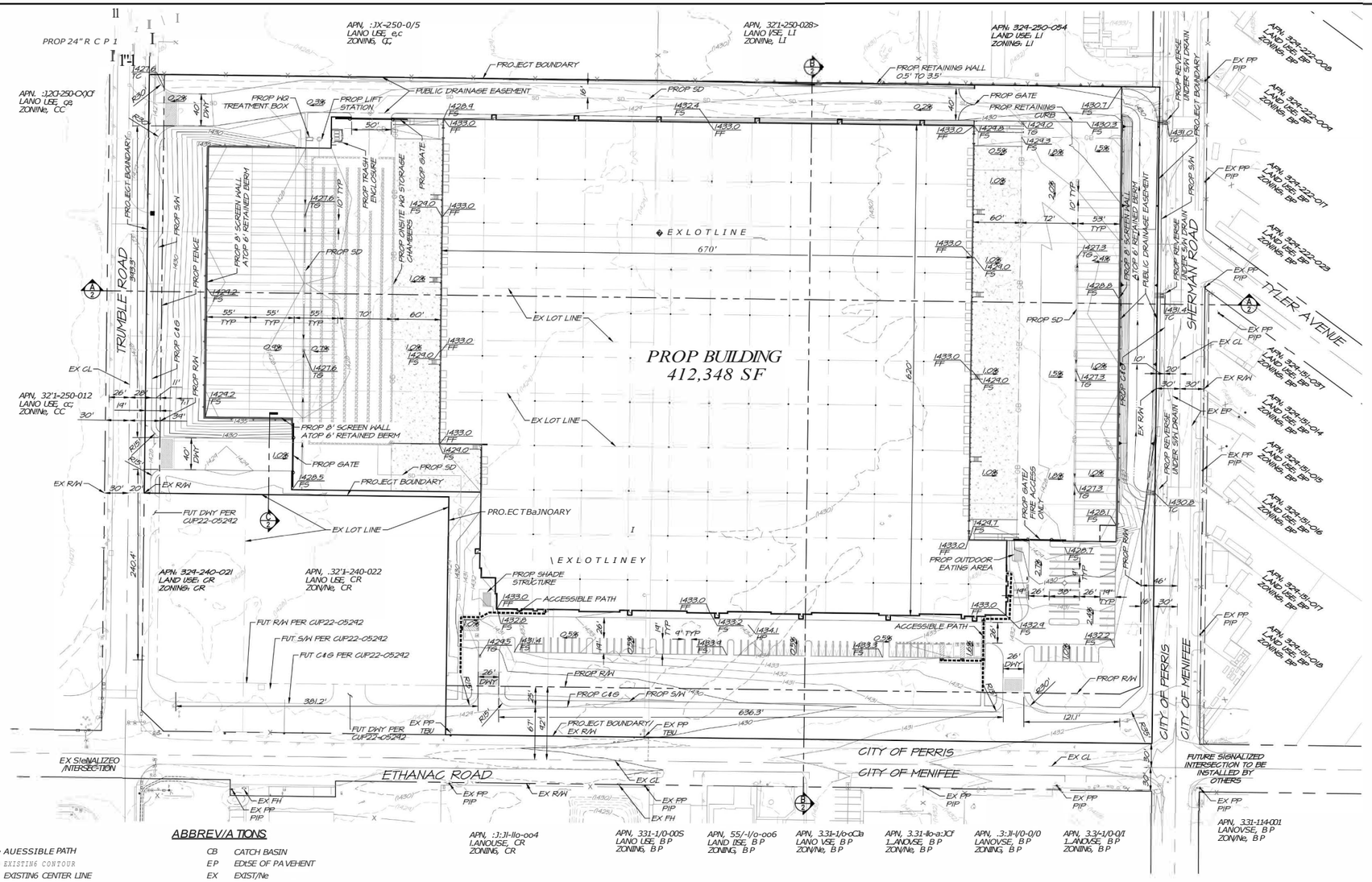
Offsite improvements are associated with storm drain facilities and roadway improvements as reflected in **Figure 3.0-2**, above. Drainage improvements would require an extension of City Line A, located along the west side of Trumble Road. Drainage improvements would extend from the Project site north in Trumble Road to Illinois Avenue and then west to I-215 in order to connect to existing MDP Line A-11 and ultimately MDP Line A as discussed in Section 3.4.4 above. Construction of this line and repaving of Trumble Road would require an encroachment permit from the City of Menifee since improvements may extend slightly beyond the centerline and for construction traffic control. The Project may also be required to improve the intersection of Ethanac and Trumble Roads along frontage of the not-a-part parcel identified on the Development Plan. These improvements would also require an encroachment permit from the City of Menifee for construction traffic control and potential encroachment over the roadway centerline.

3.7 Construction and Site Preparation

Project site construction would involve grading and earthwork within the site boundaries to accommodate the proposed warehouse structure, infrastructure, appurtenances, and associated parking areas as reflected in **Figure 3.0-22, Proposed Conceptual Grading Plan**. The proposed warehouse building includes concrete tilt-up wall construction. Nighttime pouring of concrete is anticipated during summer months. The Project site would provide 15,600 cubic yards of cut and 66,100 cubic yards of fill; hence Project development would require 50,500 cubic yards of soil import. Construction of potential offsite infrastructure such as storm drain facilities are also anticipated.

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

Project construction would not be phased and is anticipated to begin in Fall 2024. Construction is anticipated to be completed in 2025. This construction schedule represents a “worst-case” analysis. The duration of construction activity (and associated equipment) represents a reasonable approximation of the expected construction activities as required per the State CEQA Guidelines.



LEGEND

- ASSESSIBLE PATH
- EXISTING CONTOUR
- EXISTING CENTER LINE
- EXISTING EASEMENT
- EXIST/NG EDGE OF PAVEMENT
- EXIST/NG FENCE
- EXIST/NG LOT LINE
- GRADE BREAK
- PROJECT BOUNDARY
- PROPOSED CENTER LINE
- PROPOSED CONTOUR
- PROPOSED CURB
- PROP/EXISTING

ABBREVIATIONS

CB	CATCH BASIN
EP	EDGE OF PAVEMENT
EX	EXIST/NG
FF	FINISHED FLOOR
HYD	FIRE HYDRANT
FS	FINISHED SURFACE
PIP	PROTECT IN PLACE
PROP	PROPOSED
R/W	RIGHT-OF-WAY
RCB	REINFORCED CONCRETE BOX
RCP	REINFORCED CONCRETE PIPE
SW	SIDEWALK
TBD	TO BE DETERMINED
TS	TOP OF GRATE
TYP	TYPICAL

NTS

Figure 3.0-22 Proposed Conceptual Grading

Ethanac Logistics Center

ALBERT A WEBB ASSOCIATES

3.8 Airport Land Use Consistency Determination

The Project site is located within Zone D of the MARB/IPA ALUCP. As such, the Project has been reviewed by the Riverside County Airport Land Use Commission (ALUC) to ensure compatibility with the MARB/IPA ALUCP. The ALUC determined via a public hearing on June 8, 2023, that the Project is consistent with the MARB/IPA ALUCP. Due to a site plan change which placed the basin underground to provide more truck trailer parking subsequent to the June 2023 hearing, the site plan was reviewed again by ALUC staff pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan and was determined by the ALUC Director to be consistent on August 22, 2023.

3.9 Proposed Sustainability Features

The Project would meet or exceed all applicable standards under California's Green Building Code (CalGreen) and the Building Energy Efficiency Standards contained in Title 24 in addition to complying with the applicable policies within the City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities outlined below in Section 3.9.1 – Good Neighbor Guidelines. The Project would implement concepts of efficient design and material use that are consistent with the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) green building rating system. This would be accomplished by incorporating, at a minimum, the following sustainability features or other features that are equally efficient:

Energy Efficiency

- Design building shells and components, such as windows, roof systems and electrical systems to meet California Title 24 Standards for nonresidential buildings.
- Install energy efficient light-emitting diodes (LED) lighting on the site. Provide skylights for natural daylight to reduce the lighting load, therefore saving energy. Lighting will incorporate motion sensors that turn them off when not in use.
- Meet City minimum landscape requirements and provide adequate landscape shade for the site to reduce energy use.
- Install light-colored roofing materials over office area spaces and light-colored paving materials.
- For future office space, install energy efficient HVAC systems (seasonal energy efficiency ratio (SEER) 13), appliances and equipment, and control systems that are Energy Star ® rated.
- For future office improvement, refrigerants and HVAC equipment will be selected to minimize or eliminate the emission of compounds that contribute to ozone depletion and global climate change. Ventilation and HVAC systems will be designed to meet or exceed the minimum outdoor air ventilation rates described in the American Society of Heating, Refrigeration, and Air Conditioning Engineers (ASHRAE) standards and/or per California Title 24 requirements.
- Incorporate Energy Star ® rated space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.

Water Conservation and Efficiency

- Surface parking lots will be landscaped in accordance with City standards to reduce heat island effect.

- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance and Chapter 19.70 (Landscaping) of the Perris Municipal Code.
- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.
- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff in accordance with City Standards.
- Provide education about water conservation and available programs and incentives to the building operators to distribute to employees.

Solid Waste Measures

- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11.
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410.1 of the California Green Building Standards Code Part 11.
- The property operator will provide readily available information provided by the City for employee education about reducing waste and available recycling services.

Transportation and Motor Vehicles

- Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485.
- Provide electric vehicle (EV) infrastructure and facilitate EV charging in accordance with Section 5.106.5.3 Electric Vehicle Charging Requirements, of the California Green Building Standards Code Part 11. Accordingly, the Project would provide 27 EV-capable parking spaces and at least 6 of these would be equipped with EV charging stations at Project opening.
- Signage shall be posted onsite directing truck drivers to use existing City truck routes on Ethanac Road.
- Provide Class II bike lanes on Ethanac Road, within the Project's frontage, per the City's Active Transportation Plan.
- Provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience in compliance with Section 5.106.4 of the California Green Building Standards Code Part 11 and standard City code requirements.

Onsite Equipment and Loading Docks

- The Project owner will inform building operators of existing requirements to turn off equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than 5 minutes. Truck idling shall not exceed 5 minutes in time. All facilities will post signs (both interior and exterior facing signs, including signs directed at all dock and delivery areas) requiring that trucks shall not be left idling for more than 5 minutes pursuant to Title 13 of the California Code of Regulations, Section 2485, which limits idle times to not more than five minutes and to report violations to the California Air Resources Board, the South Coast Air Quality Management District, and the building manager.

- Service equipment (i.e., yard trucks and forklifts) used within the site shall be electric or powered by other alternative fuels.

Construction

- Require Construction Equipment to Turn Off When Not in Use per Title 13 of the California Code of Regulations, Section 2449.
- Use regionally produced and/or manufactured building materials, where feasible, for Project construction.
- Use "green" building materials where feasible, such as those materials that are resource efficient and recycled and manufactured in an environmentally friendly way.

3.9.1 City of Perris Good Neighbor Guidelines

The City of Perris adopted the City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities in September 2022 that aim to balance economic growth, industrial development, and business success while implementing methods for the reduction of potential negative impacts on sensitive receptors. The City of Perris Good Neighbor Guidelines goals and recommended policies formalize what is expected from industrial development, particularly those closer to sensitive receptors.

The following list contains the recommended policies from the Perris Good Neighbor Guidelines that are applicable to the Project and would be implemented:

- Any industrial project over 400,000 square feet in size or requiring the preparation of an Environmental Impact Report (EIR) shall be designed to meet the requirements of LEED Silver Certification whether or not certification is pursued. Documentation shall be provided to the City demonstrating compliance.
- Building massing shall be consistent with the City's Industrial Design Guidelines to reduce visual dominance on adjacent/nearby sensitive receptors.
- Truck loading bays and drive aisles shall be designed to minimize truck noise.
- All lighting used in conjunction with a warehouse/ distribution facility operation shall be directed down into the interior of the site and not spill over onto adjacent properties.
- 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.
- Comply with the Perris Municipal Code regarding parking limitations for commercial vehicles greater than 10,000 pounds or more.
- 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 public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.
- No parking shall be permitted in the landscape setback area.
- Provide signage or flyers identifying where the closest restaurant, lodging, fueling stations, truck repair facilities, and entertainment can be found.
- All signs shall be legible, durable, and weather-proof. Posted signage would include:
    - Signs shall be installed to identify onsite circulation and off-site parking prohibitions and should identify designated areas for parking and maintenance.
    - 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.

- 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.

- The developer shall plant one 24-inch box tree per 2,500 square feet of building size including irrigation lines and controllers at an off-site location to be determined by the City (i.e., City right-of-way, parks, etc.) or provide funding equivalent to such cost at the discretion of the City, prior to issuance of the building permit.
- 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). A driver of a vehicle shall turn off the engine upon stopping at a destination.
  b) Designing facilities with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets.
  c) Providing ingress and egress for trucks away from sensitive receptors and locate loading docks and internal circulation away from sensitive receptors.
  d) For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for 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 ZE (Zero Emissions) with the necessary electrical charging stations provided or be powered by alternative technology.
  f) Passenger vehicles parking should be separated from enclosed truck parking/truck court and have separate primary access.
  g) At least 10 percent of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5 percent of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV 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.
- 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.
- On-site speed bumps shall not be allowed, except at security/entry gates.
- Warehouses greater than 100,000 square feet are required to directly reduce nitrogen and diesel particulate matter emissions (SCAQMD Rule 2305).
- Buildings over 400,000 square feet shall install solar panels so 100 percent of the power is supplied to the office area of the facility unless it is restricted due to the March Air Force Base Accident Potential Zone.
- Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks. Equipment operator of a TRU shall not cause a TRU to operate while stationary unless the vehicle is lawfully parked and not within 500 feet of a school, unless the operator is actively

engaged in the process of loading or unloading cargo or is waiting in a queue to load or unload for a period not to exceed 2 hours.

- Pursuant to CARB's Truck and Bus Regulation, 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 City of Perris.
- Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.
- 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).
- The facility operator shall abide by the truck routing plans, consistent with the City of Perris Truck Route Plan.
- Adequate turning movements at entrance and exit driveways shall be provided, subject to City approval.
- Truck traffic shall be routed to impact the least number of sensitive receptors.
- To the extent possible, establish separate entry and exit points within a warehouse/distribution facility for trucks and vehicles to minimize vehicle/truck conflicts.
- 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 streets are prohibited. Commercial trucks and/or trailers shall not be parked on the public right of way or adjacent to sensitive receptors.
- Establish overnight parking within the warehouse/distribution center where not visible from the public right-of-way.
- 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.
- Percentage of landscaping for projects in the General Industrial (GI) and Light Industrial Zones shall be increased from 10 and 14 to 15 percent.
- Loading areas shall be screened with a 14-foot-high decorative block wall, architecturally consistent with the building, and an 8-foot high berming in front of the wall to soften the view of the wall from the public right of way.
- Loading areas shall be screened with a 14-foot-high decorative block wall, architecturally consistent with the building, and an 8-foot high berming in front of the wall to soften the view of the wall from the public right of way.
- The architecture of the building shall include at least two decorative materials (e.g., stone, brick, metal siding, etc.) and consist of a variation in plane and form, varied roof lines, pop-outs, recessed features, which are intended to result in interior and exterior areas that can be used by the general public, visitors, and employees.
- Sites shall be densely screened with landscaping along all bordering streets and adjacent/across the street from sensitive receptors. Trees along the landscape setbacks shall be at least 48 inch box in size and range in height between 14 and 25 feet be Trees should be planted a distance of 20 feet on center. Fifty percent of the landscape screening shall include a minimum of 36-inch box, evergreen trees. Palm trees shall not be utilized. All landscaping shall be irrigated for the life of the facility.

- An additional wing wall shall be installed perpendicular to the loading dock areas, where feasible, to further attenuate noise related to truck activities and address aesthetics related to loading area when adjacent to sensitive receptors. Vines or other appropriate plant material should be planted in front of the screen walls to soften views from the street.
- Provide adequate notification to all owners of real property on the latest records of the County Assessor within 500 feet of the real property. or at least 25 property owners, whichever is greater, for all required public notices pertaining to a warehouse project's entitlement.
- Facility operators shall train their managers and employees on efficient scheduling and load management and to eliminate unnecessary queuing and idling trucks and 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.
- Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SCAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.
- Provide informational flyers and pamphlets for truck drivers about the health effects of diesel particulates and importance of being a good neighbor.
- Encourage facility owners/management to coordinate an outreach program that will educate the public and have site visits with neighbors and the community to view measures taken to reduce/and or eliminate diesel particulate emissions.
- Provide facility owners/management with information from CARB and SCAQMD and encourage the utilization of resources provided by those agencies.
- Applicant shall engage in a community outreach effort to determine issues of concern during the project entitlement process.
- Applicant and City staff 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.
- Applicant and City staff 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.
- 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.
- In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.
- 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 off road construction equipment may be utilized. Construction contractors shall utilize construction equipment with properly operating and maintained mufflers, consistent with manufacturer's standards.
- Construction contractors shall locate or park all stationary construction equipment away from sensitive receptors nearest the project site, to the extent practicable.
- Appropriate dust control measures that meet the SCAQMD Rule 403 standards shall be implemented for grading and construction activity. Such measures shall include sweeping the surrounding streets on a regular basis to remove any construction related debris and dirt.

- Construction equipment maintenance records and data sheets, as well as any other records necessary to verify compliance with CARB standards shall be kept on site and furnished to the City of Perris upon request.
- 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.
- Minimize noise from construction activities.
- The maximum daily disturbance area (actively graded area) shall be determined by the Air Quality Study.
- 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.
- 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.
- In compliance with CEQA, conduct SCAQMD California Emissions Estimator Model (CalEEMod) and Emission Factors (EMFAC) computer models to identify the significance of air quality impacts on sensitive receptors and 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.
- Require Health Risk Assessments for industrial uses within 1,000 feet of sensitive receptors in accordance with AQMD guidelines.
- 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.
- Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.
- Require signage about CARB regulations.
- Require the use of low volatile organic compounds (VOC) paints and coatings (SCAQMD Rule 1113).

3.10 Discretionary Actions and Approvals

The EIR serves as an informational document for use by public agencies, the general public, and decision makers. This EIR discusses the impacts of development and operation pursuant to the proposed Project and related components and analyzes Project site alternatives. This EIR will be used by the City of Perris and responsible agencies in assessing impacts of the proposed Project. The following approvals and permits are required from the City of Perris to implement the proposed Project:

- **Certification of an EIR** with the determination that the EIR has been prepared in compliance with the requirements of CEQA;
- **General Plan Amendment** (GPA), Case No. PLN22-05326, to amend the City of Perris General Plan and redesignate the approximately 20-acre site from Community Commercial to Light Industrial (LI);
- **Change of Zone** (CZ), Case No. PLN22-05327, to rezone the approximately 20-acre site from Commercial Community Commercial to Light Industrial (LI);

- **Tentative Parcel Map** No. 38600 (TPM), Case No. PLN22-05328, to consolidate the existing ten (10) parcels at the Project site into one parcel and to dedicate portions of Trumble Road, Sherman Road, and Ethanac Road right-of-way; and
- **Development Plan Review** (DPR) 22-00030, to develop the approximately 20-gross-acre site with a 412,348-square-foot building consisting of a high-cube speculative warehouse for distribution uses. It is anticipated that 50,000 square feet of the building could be utilized for cold-refrigerated storage and 15,000 square feet would be utilized for supporting office uses. In addition to the approximately 20-acre site, approximately 12 additional gross acres of offsite improvements are included.

Other non-discretionary actions anticipated to be taken by the City at the staff level as part of the proposed Project include:

- Review and approval of all infrastructure plans, including street and utility improvements pursuant to the conditions of approval;
- Review all on and offsite plans, including grading and on and offsite utilities; and
- Approval of a preliminary Water Quality Management Plan (WQMP) to mitigate post-construction runoff flows.

Approvals and permits that may be required by other agencies include:

- Riverside County Airport Land Use Commission – Consistency Determination with MARB/IPA ALUCP; ALUC determined via a public hearing June 8, 2023, that the Project is consistent with the MARB/IPA ALUCP. Due to a site plan change which placed the basin underground to provide more truck trailer parking subsequent to the June 2023 hearing, the site plan was reviewed again by ALUC staff pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan and was determined by the ALUC Director to be consistent on August 22, 2023.
- Santa Ana Regional Water Quality Control Board – A National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened;
- South Coast Air Quality Management District – Approval of permits to install and operate backup generators and compliance with the Indirect Source Rule (Rule 2305) for warehouse owners and operators;
- Eastern Municipal Water District – Approval of water and sewer improvement plans;
- Permits or associated approval by other utility agencies, as necessary, for installation of new utility infrastructure or connections to existing facilities;
- Riverside County Flood Control and Water Conservation District– Encroachment permits and approval of construction of the Romoland MDP storm drain line; and
- City of Menifee – Encroachment permits and approval of construction related to roadway improvements along Sherman Road and Ethanac Road, as well as roadway improvements related to the connection of the Romoland MDP storm drain line for a portion of Trumble Road north of the Project site to Illinois Avenue.

4.0 Environmental Effects Found Not to be Significant

CEQA provides that an EIR shall focus on all potentially significant effects created by the project onto the environment, discussing the effects with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an Initial Study and/or Notice of Preparation as being less than significant and unlikely to occur need not be discussed further in the Draft EIR unless information inconsistent with the finding in the Initial Study is subsequently received.

4.1 Effects Found Not to be Significant During Preparation of the Initial Study and Notice of Preparation

CEQA § 21100(c) 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. Section 15128 of the *State CEQA Guidelines* adds, "Such a statement may be contained in an attached copy of an Initial Study."

The Initial Study prepared for the proposed Ethanac Logistics Center (Project), found in Appendix A of this Draft EIR concluded that the proposed Project would not result in significant impacts to the following topics or portions of those topics as described below. These specific thresholds listed are not discussed further within the body of this Draft EIR. The following is a summary of the discussions from the Initial Study.

4.1.1 Aesthetics

All thresholds related to Aesthetics were determined to have a less than significant impact with mitigation, less than significant impact, or no impact during preparation of the Initial Study so this topic is not addressed further in the Draft EIR.

Adverse Effect on a Scenic Vista

The Project site itself is not located on a scenic vista, nor does it block or diminish a scenic vista. The surrounding roadway network has been established and therefore is preserving the view corridors. Thus, the proposed Project would not have a substantial impact on a scenic vista. Therefore, potential impacts would be less than significant. (Initial Study, p. 46)

Substantially Damage Scenic Resources within a State Scenic Highway

There are no officially designated state scenic highways within the Project site. Thus, the proposed Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway since the Project site is not located within view of a State Scenic Highway. Therefore, no impact would occur. (Initial Study, pp. 46-47)

Substantially Degrade Visual Character/Quality of Public Views of the Site and its Surroundings

Construction activities would require the use of equipment and storage of materials within the Project site. However, construction activities are temporary in nature and would not result in any permanent visual impacts. (Initial Study, p. 47) The Project design would comply with all applicable City design-

related codes, standards, and regulations to ensure the cohesive development of the Project site and would not create an aesthetically offensive site open to public view or degrade the existing visual character. Further, the Project would not conflict with applicable zoning or other regulations governing scenic quality. Thus, the Project site is in an urbanized area and the Project would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, potential impacts would be less than significant. (Initial Study, pp. 47-48)

Create a New Source of Substantial Light or Glare

Due to the distance between the construction area and the adjacent existing residences and motorists on adjacent roadways, temporary security lights may result in glare to residents and motorists. This potential impact would be reduced to a less than significant level with implementation of mitigation measure **MM AES-1**.

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

The Project site is located within Zone B of the Mt. Palomar Observatory and the Project would be required to comply with County of Riverside Ord. 655. Glare would be addressed through standard conditions of approval, plan check, permit procedures and design guidelines such as installation of window tinting or other measures that would reduce glare. Thus, with implememetation of mitigation measure **MM AES-1**, the Project would not create new sources of light or glare that will adversely affect day or nighttime views in the area. Therefore, potential impacts would be less than significant with mitigation incorporated. (Initial Study, pp. 48-49)

4.1.2 Agriculture and Forest Resources

The proposed Project was determined to have no impact for all thresholds related to Agriculture and Forest Resources during preparation of the Initial Study so this topic is not addressed further in the Draft EIR.

Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to Non-Agricultural Use

The California Department of Conservation Farmland Mapping Management Program (FMMP) identifies the Project site as consisting of Farmland of Local Importance, Other Land, and Urban and Built-up Land. Thus, the Project would not be converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance at a non-agricultural use. Therefore, no impact would occur. (Initial Study, p. 50)

Conflict with Existing Zoning for Agricultural Use or a Williams Act Contract

The Project site has a General Plan Land Use designation of Community Commercial and zoning designation of Commercial Community. The Project applicant proposes to amend the General Plan land use designation and change the zoning designation to Light Industrial. Thus, the Project would not create a conflict with existing agricultural zoning for agricultural use or a Williamson Act contract. Therefore, no impact would occur. (Initial Study, p. 50)

Conflict with Existing Zoning or Cause Rezoning of Forest Land, Timberland, or Timberland Zoned for Timberland Production

The Project site has a General Plan Land Use designation of Community Commercial and zoning designation of Commercial Community. The Project applicant proposes to amend the General Plan land use designation and change the zoning designation to Light Industrial. There is no existing or proposed zoning for forest land, timberland, or Timberland Production Zones within the City of Perris and there is no commercial forestry or timber production industry within the City. Thus, the Project would not impact forestland or timberland as defined by Public Resources Code section 4526 or a Timberland Production Zone as defined by Government Code section 51104(g). Therefore, no impact would occur. (Initial Study, p. 51)

Result in Loss of Forest Land or Conversion of Forest Land to Non-forest Use

There is no land zoned forest land within the City. Therefore, implementation of the proposed Project would not impact land zoned for forest land and would not result in the conversion of forest land to non-forest uses. Therefore, no impact would occur. (Initial Study, p. 51)

Involve Other Changes in Existing Environment Resulting in Conversion of Farmland to Non-agricultural use or Conversion of Forest Land to Non-Forest use

The Project site is currently vacant and no agricultural production occurs at the site or in the immediate Project site vicinity. Thus, the Project would not result in changes in the existing environment that could result in conversion of farmland to non-agricultural use or conversion of forestland to non-forest use. Therefore, no impact would occur. (Initial Study, p. 51)

4.1.3 Air Quality

The following threshold related to Air Quality was determined to have a less than significant impact during preparation of the Initial Study and will not be addressed further in the Draft EIR.

Result in Other Emissions (Such as Odor) Adversely Affecting Substantial Number of People

It is anticipated that the major potential sources of odor from the proposed Project would occur during construction, particularly from construction equipment exhaust. However, this impact would be limited to the immediate vicinity of the proposed Project site and temporary in nature. Odor impacts during Project operation would be minimal because the warehouse use proposed for the Project site are not included on the California Air Resources Board's list of facilities that are known to be prone to generate odors. Potential sources of operational odors generated by the Project would include disposal of miscellaneous refuse. Thus, the Project would not result in other emissions such as those leading to odors adversely affecting a substantial number of people. Therefore, potential impacts would be less than significant. (Initial Study, pp. 53-54)

4.1.4 Biological Resources

All thresholds related to Biological Resources were determined to have a less than significant impact or no impact during preparation of the Initial Study so this topic will not be addressed further in the Draft EIR.

Have a Substantial Adverse Effect on Any Species Identified as a Candidate, Sensitive, or Special Status Species

The Project site is located within the area subject to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) so a biological resources assessment titled *Biological Technical Report and MSHCP Consistency Analysis,* was prepared by Ecorp Consulting Inc. dated September 2023 and is included as part of the Initial Study in Appendix A of this Draft EIR. The Project site is not located within any MSHCP Conservation Areas and is determined to be located outside survey areas for amphibians, small mammals, Delhi-sands, flower-loving fly and other criteria. The Project site is located within a MSHCP-designated survey area for Western Burrowing Owl. Marginally suitable habitat for California horned lark (Watch List species), including the herbaceous nonnative forbs and grasses occurs within the Project footprint. Additionally, the large gum trees and other ornamental trees located adjacent to the Project site and within the offsite areas may provide nesting habitat for nesting birds and raptors. With implementation of mitigation measure **MM BIO-1**, impacts to nesting birds would be less than significant.

> **MM BIO-1: Preconstruction Survey for Nesting Birds.** In order to avoid violation of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503, 3503.5, and 3513, site preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.
>
> If site-preparation activities are proposed during the nesting/breeding season, the Project 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. The nest surveys shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. The survey results shall be provided to the City's Planning Division. The Project proponent shall adhere to the following:
>
> 1. The Project proponent shall designate a biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.
>
> 2. Pre-activity field surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project development activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the project site; density, and complexity of the habitat; number of survey

participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.

If no nesting birds are observed during the survey, site preparation and construction activities may begin conducted during the nesting/breeding season. However, if active nests (including nesting raptors) are located then avoidance or minimization measures shall be undertaken in consultation with the City of Perris and the CDFW. Measures shall include immediate establishment of an appropriate buffer zone to be established by a qualified biologist, and approved by the City of Perris, based on their best professional judgement and experience. The buffer around the nest shall be delineated and flagged, and no construction activity shall occur within the buffer area until a qualified biologist determines nesting species have fledged and the nest is no longer active or the nest has failed. 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 will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The onsite 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 City of Perris Planning Division for mitigation monitoring compliance record keeping.

A total of seven wildlife species were determined to have moderate potential to occur within the study area. However, these wildlife species are covered under the MSHCP and considered adequately conserved; no additional surveys or mitigation are required. Although potential impacts to Stephens' kangaroo rat are covered by the MSHCP and the Habitat Conservation Plan for the Stevens' Kangaroo Rat in Western Riverside County, impacts to Stephens' kangaroo rat habitat within the Habitat Conservation Plan area would require mitigation fee payment. California glossy snake is not covered under the MSHCP. However, this species is only expected to occur in very low densities and Project-related impacts would not be expected to contribute to the overall decline of populations for these species due to the lack of high-quality habitat within the study area, the site's history of anthropogenic disturbances, and the presence of urban development adjacent to the Project site. Hence, impacts to California glossy snake would not be considered significant under CEQA and additional surveys and mitigation are not necessary.

The Project site is located within the MSHCP Burrowing Owl Survey Area and is subject to the MSHCP burrowing owl survey requirements. The Project footprint contains suitable burrowing owl habitat. However, implementation of mitigation measures **MM BIO-2** and **MM BIO 3** would reduce any potential impacts to burrowing owl.

MM BIO-2: Preconstruction Surveys for Western Burrowing Owl. 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 initial ground-disturbing activities (e.g., vegetation clearing, clearing, and grubbing, grading, tree removal, site watering, equipment staging) at 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, a pre-construction survey for resident burrowing owls shall also be conducted within three days prior to commencement. If burrowing owls are observed during the Migratory Bird Treaty Act (MBTA) nesting bird survey (mitigation measure MM BIO-1), to be conducted within three days of ground disturbance or vegetation clearance, the observation shall be reported to the CDFW and the US Fish and Wildlife Service (USFWS). If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP.

If burrowing owl are not detected during the pre-construction survey, no further mitigation is required.

If burrowing owl are detected, the CDFW shall be sent written notification within three days of detection of burrowing owls.

If active nests are identified during the pre-construction survey, the Project applicant shall not commence activities until no sign is present that the burrows are being used by adult or juvenile owls or following CDFW approval of a Burrowing Owl Plan as described below.

If owl presence is difficult to determine, a qualified biologist shall monitor the burrows with motion-activated trail cameras for at least 24 hours to evaluate burrow occupancy.

The qualified biologist and Project applicant shall coordinate with the City of Perris Planning Division, the US Fish and Wildlife Service (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 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 permittee shall implement the Burrowing Owl Plan following CDFW and USFWS review and concurrence. A final letter report shall be prepared by a qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to CDFW prior to the start of project activities. The onsite qualified biologist will verify the nesting effort has finished according to methods identified in the Burrowing Owl Plan. When the biologist determines that burrowing owls are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, Project activities may begin.

MM BIO-3: If burrowing owl are discovered to occupy the Project Site after Project activities have started, then construction activities shall be halted immediately. The Project proponent shall notify the CDFW and the USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed in mitigation measure BIO-1, shall be implemented. The Burrowing Owl Plan shall be submitted to the CDFW for review and approval within two weeks of detection and no Project activity shall continue within 1,000 feet of the burrowing owls until the CDFW approves the Burrowing Owl Plan. The Project proponent shall be responsible for implementing appropriate avoidance and mitigation measures, including burrow avoidance, passive or active relocation, or other appropriate mitigation measures as identified in the Burrowing Owl Plan.

Through implementation of mitigation measures **MM BIO-1**, **MM BIO-2**, and **MM BIO-3**, compliance with the MSHCP, and payment of the Stephens' kangaroo rat fees, the Project would not result in substantial adverse effects, 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. Therefore, potential impacts would be less than significant with mitigation incorporated. (Initial Study, pp. 55-62).

Have a Substantial Adverse Effect on Any Riparian Habitat or Other Sensitive Natural Community

The Project site and offsite impact areas are disturbed and vacant or disturbed and developed and do not include any riparian/riverine habitat. Thus, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Therefore, no impact would occur. (Initial Study, p. 62)

Have a Substantial Effect on State or Federally Protected Wetlands

The Project site and offsite impact areas do not include any protected wetlands or jurisdictional features. Thus, the Project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, no impact would occur. (Initial Study, p. 62)

Interfere Substantially with Movement of any Native Resident or Migratory Fish or Wildlife Corridor or Impede the use of Native Wildlife Nursery Sites

No migratory wildlife corridors or native wildlife nursery sites were identified within the study area. Thus, the Project would not interfere substantially with the movement of any native resident or migratory fish,

wildlife species, established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, no impacts would occur. (Initial Study, p. 62)

Conflict with Local Policies or Ordinances Protecting Biological Resources, such as a Tree Preservation Policy or Ordinance

The Project site does not contain sensitive biological resources since the Project site is highly disturbed. Nonetheless, the Project applicant would be required to pay the applicable MSHCP fees pursuant to Ordinance No. 1123. Thus, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, potential impacts would be less than significant. (Initial Study, pp. 62 – 63)

Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

The Project site falls within the boundaries of two Habitat Conservation Plans: the MSHCP and the Habitat Conservation Plan for the Stephen's Kangaroo Rat in Western Riverside County California. The Project site is not located within a MSHCP Criteria Cell. Due to the suitable burrowing owl habitat and MSCHP Standard Best Management Practices, the Project applicant would be required to comply with mitigation measures **MM BIO-1**, **MM BIO-2**, and **MM BIO-3** and pay Stephens' kangaroo rat preservation fees. Thus, the proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, potential impacts would be less than significant with mitigation incorporated. (Initial Study, pp. 63 – 65).

4.1.5 Geology and Soils

The following thresholds related to Geology and Soils were determined to have no impact or a less than significant during preparation of the Initial Study and will not be addressed further in the Draft EIR.

Direct or Indirect Effect Involving Rupture of a Known Earthquake Fault

A *Geotechnical Investigation Report and Limited Geotechnical Investigation* prepared by Southern California Geotechnical dated February 2022 and May 2023, respectively. Both are included in the Initial Study found in Appendix A of this Draft EIR. There are no Alquist-Priolo Earthquake Faults within the Project site and no active earthquake faults crossing the Project site, and the possibility of significant fault ruptures at the Project site is considered to be low because no evidence of faulting is visible. Thus, because the Project would be designed to meet or exceed the seismic safety standards set forth in the current California Building Codes, and would be consistent with the recommended seismic parameters included in the Geotechnical Investigation Report, it would not directly or indirectly cause potential substantial adverse effects due to a known earthquake fault. Therefore, no impact would occur. (Initial Study, pp. 68-69)

Direct or Indirect Effect Involving Ground Shaking Zone

There are no active faults crossing the Project site, or within the City limits. However there are several active faults within the Southern California region that may contribute to ground shaking at the Project site so the Project would be required to be designed and constructed consistent with current California Building Codes, requiring structures to be designed to meet or exceed the seismic safety standards set forth therein. Thus, the Project would not directly or indirectly cause potential substantial adverse

effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Therefore, potential impacts would be less than significant. (Initial Study, p. 69)

Direct or Indirect Effect Involving Ground Failure/Liquefaction

Subsurface conditions encountered at the boring locations as part of the *Geotechnical Investigation* determined that the Project site and offsite areas are not considered to be conducive to liquefaction. Thus, the Project would not directly, or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Therefore, potential impacts would be less than significant. (Initial Study, pp. 69-70)

Direct or Indirect Effect Involving Landslide Risk

The Project site is not in an area prone to slope instability and not susceptible to landslides. Implementation of the Project would not directly, or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including landslides. Therefore, no impact would occur. (Initial Study, p. 70)

Result in Substantial Soil Erosion or the Loss of Topsoil

Construction of the proposed Project would include the grading, moving, and compaction of soils at the site which have the potential to result in soil erosion or the loss of topsoil. However, the Project site would be required to be graded to prevent ponding of surface water and to prevent water from running into excavations. Additionally, the Project would be required to comply with standard erosional control practices and National Pollutant Discharge Elimination System (NPDES) general construction permit which requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared prior to construction activities and implemented during construction activities.

All construction activities would also be required to comply with Chapter 33 of the California Building Code, which regulates excavation activities and the construction of foundations and retaining walls, grading activities, including drainage and erosion control. Likewise, the City performs stormwater monitoring and enforcement activities. In the developed condition, the addition of paved and landscaped areas would, over the long term, decrease the potential for erosion because less exposed soils would exist at the site. Thus, the proposed Project is not anticipated to result in substantial soil erosion or the loss of topsoil because it will be required to comply with the standard regulatory requirements of the NPDES, requiring a SWPPP with identified BMPs, Therefore, potential impacts would be less than significant. (Initial Study, pp. 70-71)

On- or Off-site Landslide/ Lateral Spreading/Subsidence/Liquefaction or Collapse

The potential for geological hazards induced by lateral spreading is considered low and only minor subsidence may occur at the Project site. Shoring is expected during excavation for the storm drain line along portions of the existing street segments to protect the existing utility lines located on the proposed storm drain line alignment. The Project would be required to comply with the recommendations in the *Geotechnical Investigations* and adhere to the measures identified in the California Building Code and applicable standards of the City's Grading Ordinance to reduce potential impacts resulting from unstable soil conditions.

Thus, the Project would not 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 onsite or offsite landslide, lateral spreading,

subsidence, liquefaction, or collapse. Therefore, potential impacts would be less than significant. (Initial Study, pp. 71-72)

Expansive Soils

The Project site includes the presence of expansive soils. As such, the Project would be required to incorporate the recommendations within the *Geotechnical Investigation* prior to issuance of grading permits. Thus, the Project would not create substantial direct or indirect risks to life or property due to expansive soil. Therefore, potential impacts would be less than significant. (Initial Study, pp. 72 – 73)

Septic Tanks

The Project would connect to the existing sewer system C and no septic tank or alternative wastewater system would be utilized. Therefore, no impact would occur. (Initial Study, p. 73)

4.1.6 Hazards and Hazardous Materials

All thresholds related to Hazards and Hazardous Materials were determined to have no impact or a less than significant impact during preparation of the Initial Study and will not be addressed further in the Draft EIR.

Routine Transport/Use/ Disposal of Hazardous Materials

The exact tenants of the proposed buildings are unknown at this time, so there is the potential that hazardous materials such as petroleum products, pesticides, fertilizer, and other household hazardous products may be stored and transported from the proposed facility during operation. However, these hazardous materials would not be manufactured at the Project site and would only be stored short-term before transport. Construction of the Project site would involve the transport of fuels, lubricants, and various other liquids for operation of construction equipment. However, several federal and state agencies prescribe strict regulations for the safe transportation of hazardous materials. Compliance with all applicable laws and regulations will reduce potential impacts associated with routine transport, use, or disposal of hazardous materials. Thus, because the proposed Project would be required to comply with all applicable federal and state laws related to the transportation, use, storage and response to upsets or accidents that may involve hazardous materials, it will not create a significant hazard to the public or the environment through the routine transportation, use, or disposal of hazardous materials. Therefore, potential impacts would be less than significant. (Initial Study, pp. 75-77)

Release of Hazardous Materials

A P*hase I Environmental Site Assessment* dated April 2023 (*Phase I ESA*) was prepared for the Project site by Geosyntec Consultants, Inc. and is included as part of the Initial Study in Appendix A of this Draft EIR.

The Project site was previously utilized for agricultural purposes, farming purposes, and developed with residential structures (which are no longer standing). It is possible that pesticides, herbicides, or petroleum products were utilized onsite. However, no indication of pesticide/herbicide usage was found so the findings are considered to be a *de minimis* condition which is a condition that generally does not present a threat to human health or the environment that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. The Project site is vacant and does not contain buildings or structures. However, the *Phase I ESA* observed scattered debris piles throughout the Project site and buried Eastern Municipal Water District (EMWD) telemetry cable improvement. However, no indication of releases, ground surface staining, or other impacts from

the solid waste/debris were listed, so findings are considered to be a *de minimis* condition and there are no Recognized Environmental Conditions (RECs) or Historical Recognized Environmental Conditions (HRECs) in connection with the Project site.

Pursuant to California Health and Safety Code §25507, a business shall establish and implement a Hazardous Materials Business Emergency Plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to §25503 if the business handles a hazardous material or a mixture containing a hazardous material that has a quantity at any one time above the thresholds described in §25507(a)(1) through (8). These regulations inherently safeguard life and property from the hazards of fire/explosion arising from the storage, handling, and disposal of hazardous substances, materials, and devices, as well as hazardous conditions due to the use or occupancy of buildings.

Thus, implementation of the Project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, potential impacts would be less than significant. (Initial Study, pp. 77-78)

Vicinity of a School

There are no existing or proposed schools within a one-quarter-mile radius of the proposed Project site. Thus, the 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. Therefore, no impact would occur. (Initial Study, p. 78)

Hazardous Materials Site

The Department of Toxic Substances Control Cortese list, compiled pursuant to Government Code Section 65962.5, did not list any hazardous materials sites within or adjacent to the Project site, nor did the *Phase I ESA*. Thus, the Project would not 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 not create a significant hazard to the public or the environment. Therefore, no impact would occur. (Initial Study, pp. 78 – 80)

Result in Safety Hazard or excessive Noise for people residing or working in the Project Area for Project Located Within an Airport Land Use Plan

The proposed Project site is located just over 2 miles northwest of the Perris Valley Airport and Skydiving Center and approximately 11 miles southeast of March Air Reserve Base/Inland Port Airport (MARB/IPA). The Project site is within the MARB/IPA Airport Land Use Compatibility Plan (MARB/IPA ALUCP) area and is located within Land Use Compatibility Zone D. As such, the Project is required to undergo review by the Riverside County Airport Land Use Commission (ALUC).

ALUC determined via a public hearing June 8, 2023, that the Project is consistent with the MARB/IPA ALUCP. Due to a site plan change which placed the basin underground to provide more truck trailer parking subsequent to the June 2023 hearing, the site plan was reviewed again by ALUC staff pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan and was determined by the ALUC Director to be consistent on August 22, 2023.These letters are part of the Initial Study included in Appendix A of this Draft EIR.

Thus, implementation of the Project would not expose people residing or working in the project area to a safety hazard or excessive noise for people residing or working in the project area. Therefore, potential impacts would be less than significant. (Initial Study, pp. 80-81)

Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

The Project site is located along Ethanac Road and Sherman Road which have both been identified as Evacuation Routes by the City of Perris General Plan. Additionally, Riverside County has identified these roadways as potential evacuation routes due to their connectivity to other major highways and roadways. The City participates in the County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan which outlines requirements for emergency access and standards for emergency responses. It is anticipated that all local roadways would remain open during Project construction and operation. Thus, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, potential impacts would be less than significant. (Initial Study, p.81)

Wildland Fires

The Project site is not located within or near a State Responsibility Area, in an area that is identified as being in a very high fire hazard severity zone and does not contain natural features that would exacerbate wildland fire risk. Thus, the Project would not result in direct or indirect significant risk of loss, injury or death involving wildland fires would occur. Therefore, no impact would occur. (Initial Study, p. 82)

4.1.7 Hydrology/Water Quality

The following thresholds related to Hydrology and Water Quality were determined to have a less than significant impact during preparation of the Initial Study and will not be addressed further in the Draft EIR.

Decrease Groundwater Supplies Or Interfere Substantially With Groundwater Recharge Such That The Project May Impede Sustainable Groundwater Management Of The Basin

The Project site is located within the Perris South Groundwater Management Zone. Implementation of the proposed Project would increase the amount of impervious surfaces within the EMWD's service area and may have the potential to impact the amount of water which percolates back into the local groundwater basin. However, the amount of impervious surface area due to implementation of the Project would be negligible compared to the groundwater basin. Furthermore, the groundwater from this groundwater management zone is not utilized for domestic purposes and will not be required as part of any agricultural land use. Thus, the proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Therefore, potential impacts would be less than significant. (Initial Study, p. 84)

Flood Hazard, Tsunamis/ Seiche / Pollutant Release due to Inundation

The Project site is located in "Zone X – Other Flood Areas" and is not located within a flood hazard zone. The Project site is also not located within an identified seiche zone, tsunami zone, or located within the Dam Inundation Area for the Lake Perris Dam. Thus, the Project would not be exposed to the release of

pollutants due to project inundation from flood, tsunami, or seiche. Therefore, potential impacts would be less than significant. (Initial Study, p. 86)

4.1.8 Land Use Planning

The following threshold related to Land Use Planning was determined to have no impact during preparation of the Initial Study and will not be addressed further in the Draft EIR.

Physically Divide an Established Community

The Project does not include any new roadways or structures that would physically divide the existing community. Therefore, no impact would occur. (Initial Study, p. 87)

4.1.9 Mineral Resources

All thresholds related to Mineral Resources were determined to have no impact during preparation of the Initial Study so this topic will not be addressed further in the Draft EIR.

Loss of a Known Mineral Resource Valuable to the Region and the Residents of the State

The Project site is located within City designated Mineral Resource Zone Three (MRZ-3), which contains minerals of unknown importance. Due to the existing developments in proximity to the Project site, it is unlikely that a mining operation could feasibly function if significant resources were discovered in the future. Thus, the Project is not anticipated to 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. Therefore, no impact would occur. (Initial Study, p. 88)

Loss of Locally Important Mineral Resource Delineated on a local General Plan, Specific Plan, or other Land Use Plan

No sites within the City of Perris have been designated as locally-important mineral resource recovery sites on any local plan. Therefore, no impact to the availability of a locally-important mineral resource recovery site would occur. (Initial Study, p. 88)

4.1.10 Noise

The following threshold related to Noise was determined to have a less than significant impact during preparation of the Initial Study and will not be addressed further in the Draft EIR.

Located Within A Private Airstrip Or An Airport Land Use Plan, Within Two Miles Of A Public Airport Or Public Use Airport That Would Expose People Residing Or Working In The Project Area To Excessive Noise Levels

The Project site is located within MARB/IPA ALUCP 55 dBA CNEL noise contour where potential noise impacts from MARB/IPA are considered moderate to low with concerns focused primarily on individual loud events. The southernmost offsite areas of the Project area consisting of road ROW are located beyond the 55 dBA CNEL noise contour where potential noise impacts from MARB/IPA are considered low with concerns focused primarily on occasional overflights that may be intrusive to some outdoor

activities. The City's noise compatibility standards in the Perris Municipal Code Section 19.51.080, prevents the establishment of noise-sensitive land uses.

Further, the Project was reviewed by ALUC and determined to be consistent with the MARB/IPA ALUCP on June 8, 2023. Due to a site plan change which placed the basin underground to provide more truck trailer parking subsequent to the June 2023 hearing, the site plan was reviewed again by ALUC staff pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan and was determined by the ALUC Director to be consistent on August 22, 2023. Both consistency determinations are part of the Initial Study included as Appendix A to this Draft EIR. Thus, implementation of the Project would not expose people residing or working in the Project area to excessive noise levels. Therefore, potential impacts would be less than significant. (Initial Study, pp. 89-90)

4.1.11 Population and Housing

All thresholds related to Population and Housing were determined to have a less than significant impact or no impact during preparation of the Initial Study so this topic will not be addressed further in the Draft EIR.

Induce Unplanned Population Growth Directly or Indirectly

The proposed Project does not involve construction of any new homes and would not contribute to a direct increase in the City's population. The proposed Project may indirectly contribute to population growth within the City by creating jobs both during construction and operation. The Project is projected to create approximately 400 jobs. However, it is anticipated that the majority of new jobs would be filled by workers who already reside in the Project vicinity and that the Project would not attract a substantial number of new residents to the City. (Initial Study, p. 91)

As part of the proposed Project, an extension of storm drain infrastructure is required to serve the Project's need. However, the addition of storm drain infrastructure would not cause additional growth within the cities of Perris and Menifee. Additionally, the General Plan amendment and rezone from Commercial Community to Light Industrial would not result in a substantial change in the number of people in the area. (Initial Study, p. 91)

Thus, implementation of the proposed Project would not substantially introduce unplanned population growth in an area, either directly or indirectly. Thus, potential impacts to population growth within the City and Project vicinity would be less than significant. (Initial Study, p. 91)

Displace People or Housing Necessitating Construction or Replacement Housing

The Project site is currently vacant. Hence, no housing units would be displaced as a result of Project construction. Thus, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, no impact would occur (Initial Study, p. 91)

4.1.12 Public Services

All thresholds related to Public Services were determined to have a less than significant impact during preparation of the Initial Study so this topic will not be addressed further in the Draft EIR.

Substantial Adverse Physical Impacts to Fire Protection

Fire protection is provided to the City by the Riverside County Fire Department. The Project would be required to comply with the City's Perris Municipal Code (PMC) Section 19.68.020 which establishes a developer impact fee to mitigate the cost of public facilities needed to offset the impact of developing new facilities to support fire services. Thus, through payment of Developer Impact Fees (DIF), the Project would not result in substantial 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 fire protection. Therefore, potential impacts would be less than significant. (Initial Study, p. 92)

Substantial Adverse Physical Impacts to Police Protection

Police protection is provided to the City by the Riverside County Sheriff. The Project would be required to comply with PMC Section 19.68.020, requiring payment of DIF fees for the local police department. Thus, the Project would not result in substantial 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 police protection. Therefore, potential impacts would be less than significant. (Initial Study, pp. 92 – 93)

Substantial Adverse Physical Impacts to School

The proposed Project site is located within the boundaries of the Perris Elementary School District and Perris Union High School District. The proposed Project would not directly create a source of school-aged children, as the Project does not include any residential land uses. The Project would be required to comply with the City's PMC Section 19.68.020 and require payment of DIF fees for the school districts. Thus, the Project would not 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 schools. Therefore, potential impacts would be less than significant. (Initial Study, p. 93)

Substantial Adverse Physical Impacts to Parks

The proposed Project would not directly require the construction or expansion of public recreational facilities as it does not include new residential uses. However, it may indirectly affect public recreational facilities by providing a source of employment that may draw new residents into the area. However, the Project developer will be required to pay DIF fees per PMC Section 19.68.20 which will be used to offset potential impacts to park facilities. Thus, the Project would not 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 parks. Therefore, potential impacts would be less than significant. (Initial Study, p. 93)

Substantial Adverse Physical Impacts to Other Public Facilities

The proposed Project would not directly increase the demand for library or other public services because it does not include new residential uses. However, the Project developer will be required to pay

DIF fees per PMC Section 19.68.20 which are utilized for constructing new or expanding existing library facilities consequential to demand. Medical services are available approximately 11.5 miles north of the Project site. Healthcare facilities are developed in response to perceived market demand by free enterprise. Hence, development of the proposed Project would not result in the construction of new or expanded medical facilities.

Thus, the Project would not 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 other public facilities. Therefore, potential impacts would be less than significant. (Initial Study, pp. 93-94)

4.1.13 Recreation

All thresholds related to Recreation were determined to have a less than significant impact during preparation of the Initial Study so this topic will not be addressed further in the Draft EIR.

Increase Use of Parks or Recreational Facilities

The proposed Project may indirectly affect public recreational facilities by creating new jobs in the area which may draw new residents to the area. However, the Project would be required to comply with PMC Section 19.68.020 requiring payment of DIF fees used to construct new, expand, or replace existing recreational facilities consequential to increased demand. Thus, the proposed Project would not result in impacts to existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would not occur or be accelerated. Therefore, potential impacts would be less than significant. (Initial Study, p. 95)

Include or Require Recreational Facilities

The Project proposes to provide its own amenities for employees but is not a use that would induce the construction or expansion of recreational facilities. The proposed Project may indirectly affect public recreational facilities by creating new jobs in the area which may draw new residents to the area. However, the Project would be required to comply with PMC Section 19.68.020 requiring payment of DIF to offset impacts to park facilities. Thus, the Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, potential impacts would be less than significant. (Initial Study, p. 95)

4.1.14 Transportation

The following thresholds related to Transportation were determined to have a less than significant impact during preparation of the Initial Study and will not be addressed further in the Draft EIR.

Increase Hazards Due to Geometric Design

No sharp curves or other hazardous traffic conditions currently exist within the Project vicinity or on the Project site since the site is vacant and undeveloped. The proposed Project would be required to comply with all applicable City development standards and policies for providing pedestrian walkways, bike lanes and road improvements to ensure safety amongst vehicle circulation. Access points would be limited to Trumble and Ethanac Roads. The passenger vehicle parking area within the Project site would be separated from the truck activity areas to ensure pedestrian safety. Thus, the proposed Project would

not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) and would not include incompatible uses. Therefore, potential impacts would be less than significant. (Initial Study, p. 96)

Inadequate Emergency Access

The proposed Project would be required to comply with all applicable fire code and City Fire Department requirements and standards for construction, access, water mains, fire flow, and fire hydrants. Prior to any site development or future project approvals, all plans would be required to be submitted to the fire marshal for review and verification that they conform to all pertinent fire standards and requirements. Thus, the Project would not result in result in inadequate emergency access because it would be required to comply with applicable fire codes. Thus, implementation of the proposed Project would not result in inadequate emergency access. Therefore, potential impacts would be less than significant. (Initial Study, p. 97)

4.1.15 Utilities and Service Systems

The following thresholds related to Utility and Service System were determined to have a less than significant impact during preparation of the Initial Study and will not be addressed further in the Draft EIR.

Sufficient Water Supplies

The EMWD's 2020 Urban Water Management Plan (UWMP) includes a water system analysis, identifies improvements to correct existing deficiencies and serve projected future growth, and presents the estimated costs and phasing of the recommended improvements. Based on the UWMP findings, the EMWD anticipates that it will be able to meet projected demand within its service boundaries until at least the year 2045 during normal and dry weather years.

Further, the proposed Project land use would result in less water demand than originally projected for the Project site as a commercial use. Thus, the EMWD would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, potential impacts would be less than significant. (Initial Study, pp. 101-102)

Inadequate Wastewater Treatment Capacity

The EMWD's Perris Valley Regional Water Reclamation Facility receives approximately 128 million gallons per day (mgd) of sewage. Based upon the EMWD's wastewater generation rate of 300 gallons per day per acre for industrial light land uses, the proposed Project would generate approximately 6,000 gallons of wastewater per day (300 gallons per day per acre × 20 Project acres = 6,000 gallons per day). If the site were to be developed under the existing land use and zoning designations, the wastewater generation rate of 1,200 gallons per day per acre would result in approximately 24,000 gallons per day for the same site. As the site was planned for future uses that would generate a higher wastewater result that was already accounted for within Perris Valley Regional Water Reclamation Facility's capacity, it can be concluded that this facility has sufficient capacity to serve the proposed Project. Thus, the proposed Project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. Therefore, potential impacts would be less than significant. (Initial Study, p. 102)

Generate Excess Solid Waste

Trash, recycling, and green waste services within the City are provided by CR&R Waste Services. Waste is transported to the Perris Transfer Station and Materials Recovery Facility. At this facility, recyclable materials are separated from solid waste materials. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid waste from the proposed Project would be transported to either the Badlands Landfill or the El Sobrante Landfill on Dawson Canyon Road in Corona; all of which have capacity to serve the Project. Thus, the Project would not 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. Therefore, potential impacts would be **l**ess than significant. (Initial Study, pp. 103 – 105)

Comply with Federal, State, and Local Management Regulations related to Solid Waste

Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. The proposed Project would be required to coordinate with CR&R Waste Services to develop a collection program. Additionally, the Project would be required to comply with applicable practices enacted in AB 939 and any other local, State, and federal solid waste management regulations. Thus, the proposed Project would be required to comply with all regulatory requirements regarding solid waste. Therefore, potential impacts would be less than significant. (Initial Study, p. 105)

4.1.16 Wildfire

All thresholds related to Wildfire were determined to have no impact during preparation of the Initial Study so this topic will not be addressed further in the Draft EIR.

Impair an Adopted Emergency or Evacuation Plan/Expose Project Occupants to Pollutant Concentrations/Exacerbate Fire Risk/Require installation or maintenance of associated infrastructure/Expose People to Downslope or Downstream Flooding or Landslides

The Project site is not located within or near a State Responsibility Area very high fire, high or moderate hazard severity zone and the Project site is generally flat with no steep slopes located onsite or adjacent to the affected lands that would exacerbate wildfire risk (i.e., from upslope winds). No other natural features are present onsite that would exacerbate wildfire risks. Therefore, no impact would occur (Initial Study, p. 106)

5.0 Environmental Analysis

Sections 15126, 15126.2 and 15126.4 of the *State CEQA Guidelines* require consideration and discussion of significant environmental effects and mitigation measures proposed to minimize significant effects. All phases of a project must be considered when evaluating its impact on the environment: planning, acquisition, development, and operation (Section 15126) and an EIR shall identify and focus on the significant effects of the proposed project on the environment (Section 15126.2).

Sections 5.1 through 5.11 of the Draft EIR examine the potential environmental impacts associated with implementation of the proposed Project and focuses on the following issues:

- Air Quality (Section 5.1)
- Cultural Resources (Section 5.2)
- Energy (Section 5.3)
- Geology and Soils (Section 5.4)
- Greenhouse Gas Emissions (Section 5.5)
- Hydrology and Water Quality (Section 5.6)
- Land Use and Planning (Section 5.7)
- Noise (Section 5.8)
- Traffic and Transportation (Section 5.9)
- Tribal Cultural Resources (Section 5.10)
- Utilities and Service Systems (Section 5.11)

Technical Studies

Technical studies providing detailed technical analyses that were used in this Draft EIR were prepared for various environmental issues, such as air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hydrology and water quality, noise, transportation, tribal cultural resources, and utility and service systems. These documents are identified in the discussion for the individual environmental issue and included as technical appendices to the Draft EIR.

Analysis Format

The Draft EIR assesses how the proposed Project would impact the issue areas identified above. Each environmental issue addressed in this Draft EIR is presented in terms of the following subsections:

Setting: Provides information describing the existing setting on or surrounding the Project site which may be affected as a result of the implementation of the Project and provides a description of the "baseline" conditions from which potential impacts are assessed. This section describes the physical conditions that existed when the Notice of Preparation was published and sent to responsible agencies and the State Clearinghouse.

Related Regulations: Provides a discussion of the applicable regulations with respect to each environmental issue.

Comments Received in Response to the Notice of Preparation and Draft EIR Scoping Meeting: Provides information regarding if comment letters were received in response to the Notice of Preparation, if comments were provided during the Draft EIR scoping meeting, and if so, what issues of concern were identified.

Thresholds of Significance: Provides criteria for determining the significance of Project impacts for each environmental issue.

Project Design Features: Provides a discussion of the Project design features as it relates to each environmental issue. Project design features are those features or elements of the Project that are included in the Project design to avoid or minimize potential environmental impacts.

Methodology: Approach used to identify and evaluate the potential impacts of the Project.

Environmental Impacts: Provides a discussion of the characteristics of the proposed Project that may have an effect on the environment; analyzes the nature and extent to which the proposed Project is expected to change the existing environment, and whether or not the Project impacts are less than or exceed the levels of significance thresholds.

Recommended Mitigation Measures: Identifies mitigation measures to reduce potentially significant adverse impacts to the extent feasible.

Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented: Provides the conclusion of Project impact significance after the implementation of the recommended mitigation measures.

5.1 Air Quality

The focus of this section is to analyze potential impacts related to air quality. The following discussion addresses the potential for adverse impacts that could result from the construction and operation of the Project. Cumulative impacts are discussed in *Section 7.0 – Other CEQA Topics*.

The analysis in this section is based on the *Hillwood Ethanac Air Quality Impact Analysis, City of Perris* prepared by Urban Crossroads dated December 11, 2023 (URBAN-A), the *Hillwood Ethanac Mobile Source Health Risk Assessment, City of Perris*, prepared by Urban Crossroads dated December 11, 2023 (URBAN-B) and the *Evaluation of Warehouse Best Practices* prepared by Albert A. WEBB (WEBB-C). These reports are all included in Appendix B of this Draft EIR.

5.1.1 Setting

The Project site is located in the southeast portion of the City of Perris. The Project site has an existing City of Perris General Plan land use designation of Community Commercial and zoning designation of Community as shown on **Figures 3.0-6** and **3.0-7** in *Section 3.0 – Project Description* of this Draft EIR.

Physical Setting

The Project site is located in the South Coast Air Basin, a 6,745-square mile subregion which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The South Coast Air Basin is within the jurisdiction of the South Coast Air Quality Management District (AQMD), which is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. (URBAN-A, p. 9).

The South Coast Air Basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the San Diego Air Basin to the south. (URBAN-A, p. 9).

Climate

The regional climate has a substantial influence on air quality in the South Coast Air Basin. In addition, the temperature, wind, humidity, precipitation, and amount of sunshine influence the air quality. (URBAN-A, p. 9).

Although the climate of the South Coast Air Basin can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of South Coast Air Basin climate. Humidity restricts visibility in the South Coast Air Basin, and the conversion of sulfur dioxide (SO_2) to sulfates (SO_4) is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the South Coast Air Basin is 71 percent along the coast and 59 percent inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast. (URBAN-A, p. 9).

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the South Coast Air Basin is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry

offshore winds, locally termed “Santa Anas” each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the South Coast Air Basin is the “Catalina Eddy,” a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections. (URBAN-A, p. 10).

In the South Coast Air Basin, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire South Coast Air Basin. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level. (URBAN-A, p.10).

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxides (NO_X) and carbon monoxide (CO) from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline. (URBAN-A, p. 10).

Precipitation and Temperature

Annual average temperatures in the South Coast Air Basin are typically in the low to mid-60s (degrees Fahrenheit, or °F). Temperatures above 100 °F are recorded for all portions of the basin during the summer months. (URBAN-A, p. 9).

More than 90 percent of the South Coast Air Basin’s rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the South Coast Air Basin with frequency being higher near the coast. (URBAN-A, p. 9).

Winds

The distinctive climate of the Project area and the South Coast Air Basin is determined by its terrain and geographical location. The South Coast Air Basin is located in a coastal plain connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the remainder of the perimeter. (URBAN-A, p. 11).

Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Winds are characteristically light

although the speed is somewhat greater during the dry summer months than during the rainy winter season. (URBAN-A, p. 11).

Categories of Emission Sources

Air pollutant emissions sources are typically grouped into two categories: stationary and mobile sources. These emission categories are defined and discussed in the following subsections.

Stationary Sources

Stationary sources are divided into two major subcategories: point and area sources. Point sources consist of a single emission source with an identified location at a facility. A single facility could have multiple point sources located on-site. Stationary point sources are usually associated with manufacturing and industrial processes. Examples of point sources include boilers or other types of combustion equipment at oil refineries, electric power plants, etc. Area sources are small emission sources that are widely distributed but are cumulatively substantial because there may be a large number of sources. Examples include residential water heaters; painting operations; lawn mowers; agricultural fields; landfills; and consumer products, such as barbecue lighter fluid and hair spray (SCAQMD 1993).

Mobile Sources

Mobile sources are motorized vehicles, which are classified as either on-road or off-road. On-road mobile sources typically include automobiles and trucks that operate on public roadways. Off-road mobile sources include aircraft, ships, trains, and self-propelled construction equipment that operate off public roadways. Mobile source emissions are accounted for as both direct source emissions (those directly emitted by the individual source) and indirect source emissions, which are sources that by themselves do not emit air contaminants but indirectly cause the generation of air pollutants by attracting vehicles. Examples of indirect sources include office complexes, commercial and government centers, sports and recreational complexes, and residential developments (SCAQMD 1993).

Air Pollution Constituents

Criteria Pollutants

Air pollutants are classified as either primary or secondary, depending on how they are formed. Primary pollutants are emitted directly from a source into the atmosphere. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter less than 10 microns in size (PM_{10}), particulate matter less than 2.5 microns in size ($PM_{2.5}$), and lead (Pb) are primary air pollutants. VOC and oxides of nitrogen (NO_x) are air pollutant precursors that form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. The predominant source of air emissions generated by the Project development is expected to be vehicle emissions. Motor vehicles primarily emit CO, NO_X, and VOC/ROG/HC (Volatile Organic Compounds/Reactive Organic Gases/Hydrocarbons). (URBAN-A, pp. 11-17).

The Federal Clean Air Act of 1970 established the National Ambient Air Quality Standards. Six “criteria” air pollutants were identified using specific medical evidence available at that time, and ambient air quality standards were established for those chemicals. The State of California has adopted the same six chemicals as criteria pollutants as California Ambient Air Quality Standards but has established different allowable levels. The six criteria pollutants are: carbon monoxide, nitrogen dioxide, ozone, lead, PM_{10}, $PM_{2.5}$, and sulfur dioxide. (URBAN-A, p. 23). Further discussion of the criteria pollutants, their sources, and their effects on human health can be found in the *Air Quality Impact Analysis – Section 2.4,* included in Appendix B.1 of this Draft EIR.

Toxic Air Contaminants

Toxic air contaminants are chemicals generally referred to as "non-criteria" air pollutants which may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health. Toxic air contaminants are generally present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at very low concentrations. For those toxic air contaminants that cause cancer, there is no concentration that does not present some low-level risk. In other words, there is no threshold below which adverse health impacts are not expected to occur. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined, and for which the state and federal governments have set ambient air quality standards. The majority of the estimated health risk from toxic air contaminants can be attributed to relatively few compounds, the most important being PM from diesel-fueled engines, known as diesel particulate matter. In addition to diesel particulate matter, benzene and 1,3-butadiene are also significant contributors to overall ambient public health risk in California. (SCAQMD 2005, pp. 1-6-1-8)

Diesel Emissions

Diesel engines utilize compression, contrary to standard gasoline engines which use conventional spark plugs, to ignite fuel. The gaseous fraction is composed of typical combustion gases such as nitrogen, oxygen, carbon dioxide, and water vapor. However, as a result of incomplete combustion, the gaseous fraction also contains air pollutants such as CO, sulfur oxides, nitrogen oxides, volatile organics, alkenes, aromatic hydrocarbons, and aldehydes, such as formaldehyde and 1,3-butadiene and low-molecular weight polycyclic aromatic hydrocarbons (PAH) and PAH-derivatives. One of the main characteristics of diesel exhaust is the release of particles at a markedly greater rate than from gasoline-fueled vehicles. Diesel exhaust includes over 40 substances that are listed as hazardous air pollutants and as toxic air contaminants. (CARB 1998, pp. 1-2).

Based on information available from the California Air Resources Board (CARB), overall cancer risk throughout the South Coast Air Basin has had a declining trend since 1990. In 1998, following an exhaustive 10-year scientific assessment process, CARB identified particulate matter from diesel-fueled engines as a toxic air contaminant. The South Coast AQMD initiated a comprehensive urban toxic air pollution study called the Multiple Air Toxics Exposure Study (MATES). Diesel particulate matter accounts for more than 70 percent of the cancer risk. (URBAN-A, p. 37)

In January 2018, as part of the overall effort to reduce air toxics exposure in the South Coast Air Basin, the South Coast AQMD began conducting the MATES V Program. MATES V field measurements were conducted at ten fixed sites (the same sites selected for MATES III and IV) to assess trends in air toxics levels. MATES V also included measurements of ultrafine particles (UFP) and black carbon (BC) concentrations, which can be compared to the UFP levels measured in MATES IV. The final report for the MATES V study was published August 2021. In addition to new measurements and updated modeling results, several key updates were implemented in MATES V. First, MATES V estimates cancer risks by taking into account multiple exposure pathways, which includes inhalation and non-inhalation pathways. This approach is consistent with how cancer risks are estimated in South Coast AQMD's programs such as permitting, Air Toxics Hot Spots (Assembly Bill [AB] 2588), and CEQA. Previous MATES studies quantified the cancer risks based on the inhalation pathway only. Second, along with cancer risk estimates, MATES V includes information on the chronic non-cancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic non-cancer risks from MATES II through IV measurements have been re-examined using current Office of Environmental Health Hazard Assessment and the California Environmental Protection Agency (CalEPA) risk assessment methodologies and modern statistical methods to examine the trends over time. (URBAN-A, p. 38).

MATES-V calculated cancer risks based on monitoring data collected at ten fixed sites within the South Coast Air Basin. None of the fixed monitoring sites are within the local area of the Project site. However, MATES-V has extrapolated the excess cancer risk levels throughout the South Coast Air Basin by modeling the specific grids. The Project is located within a quadrant of the geographic grid of the MATES-V model which predicted a cancer risk of 288 in one million for the area containing the Project site. Diesel particulate matter is included in this cancer risk along with all other toxic air contaminant sources. As in previous MATES iterations, diesel particulate matter is the largest contributor to overall air toxics cancer risk. However, the average levels of diesel particulate matter in MATES V are 53 percent lower at the 10 monitoring sites compared to MATES IV. Cumulative Project generated toxic air contaminants are limited to diesel particulate matter. (URBAN-A, p. 38).

Health Effects

In December 2018, in the case of Sierra Club v. County of Fresno (2018) 6 Cal.5th 502, the Friant Ranch Case, the California Supreme Court held that an EIR's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. (URBAN-A, p. 62)

Most local agencies, including the City of Perris, lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally-specific thresholds of significance based on potential health impacts from an individual development project. The use of national or "generic" data to fill the gap of missing local data would not yield accurate results because such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in causing asthma), existing scientific tools cannot accurately estimate health impacts of the Project's air emissions without undue speculation. Instead, readers are directed to the Project's *Air Quality Impact Analysis* and summarized in *Section 5.1.7 – Environmental Impacts*, below, which provides extensive information concerning the quantifiable and non-quantifiable health risks related to the Project's construction and long-term operation. (URBAN-A, p. 62).

Monitored Air Quality

The South Coast AQMD has designated general forecast areas and air monitoring areas (referred to as Source Receptor Areas) throughout the South Coast Air Basin in order to provide Southern California residents with information about the air quality conditions. The Project site is located within the Perris Valley area (Source Receptor Area 24). The Perris Valley monitoring station is located approximately 4.0 miles northwest of the Project site and reports air quality statistics for ozone and PM_{10} (data was not presented for 2021 and 2022). As the Perris Valley monitoring station does not provide data for CO, nitrogen dioxide, or $PM_{2.5}$, the next nearest monitoring stations will be utilized. Data for CO, nitrogen dioxide, and PM_{10} (data for PM_{10} was reported in Table 2-4 of the *Air Quality Impact Analysis* for 2021 and 2022) was obtained from the Elsinore Valley monitoring station, located in Source Receptor Area 25, approximately 9.45 miles southwest of the Project site. The nearest station for $PM_{2.5}$ data was obtained from the Metropolitan Riverside County monitoring station which is located approximately 22.2 miles northwest of the Project site in Source Receptor Area 23. It should be noted that data from Elsinore Valley and Metropolitan Riverside County monitoring stations were utilized in lieu of the Perris Valley monitoring station only in instances where data was not available. (URBAN-A, p. 21).

The most recent three years of data available is shown on **Table 5.1-A, Air Quality Monitoring Summary 2020-2022** below, and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the Project site. Data for ozone, CO, nitrogen dioxide, PM_{10}, and $PM_{2.5}$ for 2020 through 2022 was obtained from the South Coast AQMD Air Quality Data Tables. Additionally, data for sulfur dioxide has been omitted as attainment is regularly met in the South Coast Air Basin and few monitoring stations measure sulfur dioxide concentrations. (URBAN-A, p. 22).

Table 5.1-A, Air Quality Monitoring Summary 2020-2022

Pollutant/Standard	Standards	Monitoring Year		
		2020	2021	2022
Ozone (O_3):				
Maximum Federal 1-hour Concentration (ppm)		0.125	0.117	0.121
Maximum Federal 8-hour Concentration (ppm)		0.106	0.094	0.091
Number of Days Exceeding State 1-Hour Standard	>0.09 ppm	34	25	17
Number of Days Exceeding State/Federal 8-hour Standard	>0.07 ppm	74	60	37
Carbon Monoxide (CO):				
Maximum Federal 1-hour Concentration (ppm)	>35 ppm	0.9	0.9	0.9
Maximum Federal 8-hour Concentration (ppm)	>20 ppm	0.7	0.8	0.6
Nitrogen Dioxide (NO_2):				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.044	0.044	0.037
Annual Federal Standard Design Value		0.007	0.008	0.006
Suspended Particulates (PM-10)				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 150 µg/m^3	77	89	91
Annual Federal Arithmetic Mean (µg/m^3)		35.9	21.4	19.8
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m^3	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m^3	6	4	1
Fine Particulates (PM 2.5):				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 35 µg/m^3	41.00	82.1	38.5
Annual Federal Arithmetic Mean (µg/m^3)	> 12 µg/m^3	12.63	12.58	10.80
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m^3	4	10	1

Source: URBAN-A, Table 2-4
Notes: AAM=annual arithmetic mean; ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms/cubic meter

Attainment Status

Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect public health and welfare. (URBAN-A, p. 19). National and California ambient air quality standards currently in effect are shown in **Table 5.1-A** above.

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for ozone, CO (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, PM_{10}, and $PM_{2.5}$ are not to be exceeded. All others are not to be equaled or exceeded. It should be noted that the three-year period is presented for informational purposes and is not the basis for how the State assigns attainment status. (URBAN-A, p. 19).

On December 28, 2021, CARB posted the proposed 2021 amendments to the state and national area designations. **Table 5.1-B, Ambient Air Quality Attainment Status for the South Coast Air Basin**, below, presents attainment designations for the South Coast Air Basin. (URBAN-A, p. 22).

Table 5.1-B, Ambient Air Quality Attainment Status for the South Coast Air Basin

Criteria Air Pollutant	Attainment Designation	
	State	Federal
Ozone (O_3) – 1-hour Standard	Nonattainment	---
Ozone (O_3) – 8-hour Standard	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen dioxide (NO_2)	Attainment	Unclassified/Attainment
Sulfur dioxide (SO_2)	Attainment	Unclassified/Attainment
Lead (Pb)	Attainment	Unclassified/Attainment
Source: URBAN-A, Table 2-3.		

Sensitive Receptors

Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities. Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, and individuals with pre-existing respiratory or cardiovascular illness. Structures that house these persons or places where they gather are defined as "sensitive receptors." These structures typically include uses such as residences, hotels, and hospitals where an individual can remain for 24 hours. Consistent with the South Coast AQMD methodology, the nearest land use where an individual could remain for 24 hours to the Project site has been used to determine construction and *o*perational air quality impacts for emissions of PM_{10} and $PM_{2.5}$, since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time. The closest existing sensitive receptors to the Project site are existing non-conforming residences across Sherman Road to the east of the site and across Ethanac Road to the south of the Project site, approximately 57 feet (17.37 meters) east and 123 feet (37.49 meters) south of the Project site. Representative receptors in the Project study area are described below and shown on **Figure 5.1-1, Project Health Risk Assessment Receptor Locations**. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site. (URBAN-A, pp. 52-53).

- R1: Location R1 represents the property line of the existing residence at 25870 Trumble Road, approximately 218 feet north of the Project site within the City of Perris.
- R2: Location R2 represents the property line of the existing residence at 3042 Sherman Road approximately 133 feet north of the Project site within the City of Perris.
- R3: Location R3 represents the property line of the existing residence at 25870 Tyler Avenue approximately 57 feet east of the Project site within the City of Perris.
- R4: Location R4 represents the property line of the existing residence at 25940 Sherman Road approximately 62 feet east of the Project site within the City of Menifee.
- R5: Location R5 represents the property line of the existing residence at 27391 Ethanac Road, approximately 123 feet south of the Project site within the City of Menifee.
- R6: Location R6 represents the property line of the Lonsdale Trucking, Inc. landscaping supply store located at 3060 Sherman Road, located immediately adjacent north of the Project site (less than 25 feet) within the City of Perris.



H:\2022\22-0199\GIS\Pro\HRA\HRA.aprx Map created 18 Jan 2024

Source: URBAN-B, Exhibit 2-D

Figure 5.1-1 Project HRA Receptor Locations

Ethanac Logistics Center

Not to Scale

ALBERT A. WEBB ASSOCIATES

5.1.2 Related Regulations

Criteria Air Pollutants

Federal Regulations

The United States Environmental Protection Agency (EPA) has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters. The EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of CARB. (URBAN-A, pp. 22-23)

The Federal Clean Air Act was first enacted in 1955 and has been amended numerous times in subsequent years. The Clean Air Act establishes the federal air quality standards, the National Ambient Air Quality Standards, and specifies future dates for achieving compliance. The Clean Air Act also mandates that states submit and implement SIPs for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met. The 1990 amendments to the Clean Air Act that identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standards require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the Clean Air Act most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the National Ambient Air Quality Standards for the criteria pollutants presented in **Table 5.1-A**, above. (URBAN-A, p. 23)

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NO_X. NO_X is a collective term that includes all forms of NO_X which are emitted as byproducts of the combustion process. (URBAN-A, p. 23)

State Regulations

California Environmental Protection Agency

The mission of the California Environmental Protection Agency (CalEPA) is to restore, protect and enhance the environment, to ensure public health, environmental quality, and economic vitality. This is accomplished by developing, implementing, and enforcing environmental laws that regulate air, water and soil quality, pesticide use and waste recycling and reduction. Relevant to air quality, the CalEPA consists of CARB and the Office of Environmental Health Hazard Assessment.

In 2012, the Legislature passed Senate Bill (SB) 535, which targets disadvantaged communities in California for investment of proceeds from the State's cap-and-trade program to improve public health, quality of life, and economic opportunity in California's most burdened communities, while also reducing pollution. Senate Bill (SB) 535 directed that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund go to projects that provide a benefit to disadvantaged communities. The legislation gave CalEPA the responsibility for identifying those communities. In 2016, the Legislature passed Assembly Bill (AB) 1550, which now requires that 25 percent of proceeds from the fund be spent on projects located in disadvantaged communities. CalEPA has prepared a list of disadvantaged communities for the purpose of SB 535 and CalEnviroScreen is a general mapping tool developed by the Office of Environmental Health Hazard Assessment to help identify California communities that are most affected by sources of pollution.

According to the City's Environmental Justice Element, the only census tracts within the City of Perris identified as disadvantaged communities using CalEnviroScreen 4.0 are 428, 429.01, and 429.04. (GP EJE, p. 12.) As shown on Environmental Justice Element Figure 1: Disadvantaged Communities in Perris, the Project site is located within census tract 437.31. (GP EJE, p. 11) According to the City of Menifee Environmental Justice Element, there are no disadvantaged communities in Menifee. (MGP EJ-1)

With regard to the Community Air Protection Program (CAPP), each year CARB's governing board (Board) is required to consider selecting communities for participation in the CAPP per AB 617. Communities are selected for developing community air monitoring systems, emissions reduction programs, or both in order to improve air quality in their community. Over the first four years of the Program, the Board selected 17 communities where these focused actions are underway (CARB 2022a). The City of Perris is not one of the selected communities and to date has not been nominated to participate in the CAPP. (CARB 2022b).

California Air Resource Board

CARB, which became part of CalEPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal Clean Air Act, and for regulating emissions from consumer products and motor vehicles. AB 2595 mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. CARB established the California Ambient Air Quality Standards for all pollutants for which the federal government has National Ambient Air Quality Standards and, in addition, establishes standards for sulfates, visibility, hydrogen sulfide (H_2S), and vinyl chloride (C_2H_3Cl). However, at this time, hydrogen sulfide and vinyl chloride are not measured at any monitoring stations in the South Coast Air Basin because they are not considered to be a regional air quality problem. Generally, the California Ambient Air Quality Standards are more stringent than the National Ambient Air Quality Standards. (URBAN-A, p. 23).

Local air quality management districts, such as the South Coast AQMD, regulate air emissions from stationary sources such as commercial and industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each California Ambient Air Quality Standards. (URBAN-A, p. 23).

Serious non-attainment areas are required to prepare Air Quality Management Plans (AQMPs) that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include: (URBAN-A, p. 24).

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g. motor vehicle use generated by residential and commercial development);
- A District permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators;
- Sufficient control strategies to achieve a five percent or more annual reduction in emissions or 15 percent or more in a period of three years for ROGs, NO_X, CO and PM_{10}. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than five percent per year under certain circumstances.

Air Quality and Land Use Handbook

The CARB Air Quality and Land Use Handbook contains recommendations that will "help keep California's children and other vulnerable populations out of harm's way with respect to nearby sources of air pollution" (CARB 2005), including recommendations for distances between sensitive receptors and certain land uses. The Handbook states that its recommendations are advisory and should not be interpreted as "buffer zones." CARB recognizes the opportunity for more detailed site-specific analyses and there is no "one size fits all" solution to land use planning. The Handbook recommends avoiding siting new sensitive land uses within 1,000 feet of a distribution center, (accommodating more than 100 trucks per day, 40 trucks with transport refrigeration units (TRUs), or where TRUs operate more than 300 hours a week) and to take into account the configuration of existing distribution centers and avoid locating residences and other sensitive land uses near entry and exit points. These are recommendations, not mandates, and land use decisions ultimately lie with the local agency which needs to balance other considerations.

California Code of Regulations (CRR)

The California Code of Regulations (CCR), is the official compilation and publication of the regulations adopted, amended, or repealed by state agencies pursuant to the Administrative Procedure Act (APA). The CCR is compiled into Titles and organized into Divisions containing the regulations of state agencies. Following are the CCRs as they relate to air quality.

Title 24 – California Building Standards Code CCR Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption.

The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. (URBAN-A, p. 24).

CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recently approved update consisting of the 2022 California Green Building Code Standards which went into effect on January 1, 2023. The California Energy Commission anticipates that the 2022 energy code will provide $1.5 billion in consumer benefits and reduce greenhouse gas emissions by 10 million metric tons. The Project would be required to comply with the applicable standards in place at the time plan check submittals are made. These require, among other items (URBAN-A, pp. 24-26):

Nonresidential Mandatory Measures

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for five percent of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for five percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2)
- Electric Vehicle (EV) charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided is contained in Table 5.106. 5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies

requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty EV supply equipment for warehouses, grocery stores, and retail stores.

- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
  - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
  - Urinals. The effective flush volume of wall-mounted urinals shall not exceed0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor- mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
  - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
  - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate of not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance, whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 square feet or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 square feet. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 square feet and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

Regional Regulations

South Coast Air Quality Management District (AQMD)

In 1976, California adopted the Lewis Air Quality Management Act which created the South Coast AQMD from a voluntary association of air pollution control districts in Los Angeles, Orange, Riverside, and San Bernardino counties. The South Coast AQMD develops comprehensive plans and regulatory programs for the region to attain federal standards by dates specified in federal law. The agency is also responsible for meeting state standards by the earliest date achievable, using reasonably available control measures. (URBAN-A, p. 29).

Air Quality Management Plan

All areas designated as non-attainment under the California Clean Air Act are required to prepare plans showing how they will meet the air quality standards. The South Coast AQMD prepares and updates the Air Quality Management Plan (AQMP) to address Clean Air Act and California Clean Air Act requirements by identifying policies and control measures.

The AQMPs represents a regional blueprint for achieving healthful air on behalf of the 16 million residents of the South Coast Air Basin. The 2012 AQMP states, "the remarkable historical improvement in air quality since the 1970's is the direct result of Southern California's comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its AQMPs" (URBAN-A, p. 29).

In December 2022, the South Coast AQMD released the Final 2022 AQMP. The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the National Ambient Air Quality Standards, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the Connect SoCal – the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2020) and updated emission inventory methodologies for various source categories. (URBAN-A, p. 33).

South Coast AQMD Rules

Rule 402

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Odor Emissions. All uses shall be operated in a manner such that no offensive odor is perceptible at or beyond the property line of that use. (URBAN-A, p. 2).

Rule 403

This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent and reduce fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth moving and grading activities. (URBAN-A, p. 2).

Rule 481
South Coast AQMD Rule 481 applies to all spray painting and spray coating operations and equipment and requires all spray coating equipment to be (1) operated inside an approved control enclosure, (2) applied using high velocity-low pressure, electrostatic and/or airless spray equipment, or (3) applied using which has an equal effectiveness to either of the two approved methods (Rule 481).

Dust Control, Operations. Any operation or activity that might cause the emission of any smoke, fly ash, dust, fumes, vapors, gases, or other forms of air pollution, which can cause damage to human health, vegetation, or other forms of property, or can cause excessive soiling on any other parcel, shall conform to the requirements of the South Coast AQMD. (URBAN-A, p. 2).

Rule 1113
This rule serves to limit the VOC content of architectural coatings used on projects in the South Coast Air Basin. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects. (URBAN-A, p. 2).

Rule 1301
This rule is intended to provide that pre-construction review requirements to ensure that new or relocated facilities do not interfere with progress in attainment of the National Ambient Air Quality Standards, while future economic growth within the South Coast Air Basin is not unnecessarily restricted. The specific air quality goal is to achieve no net increases from new or modified permitted sources of nonattainment air contaminants or their precursors. Rule 1301 also limits emission increases of ammonia, and Ozone Depleting Compounds from new, modified or relocated facilities by requiring the use of Best Available Control Technology. (URBAN-A, p. 2).

Rule 1401
A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines. (URBAN-A, p. 3).

Rule 2305
The South Coast AQMD adopted Rule 2305, the Warehouse Indirect Source Rule, on May 7, 2021. Owners and operators associated with warehouses 100,000 square feet or larger are required to directly reduce nitrogen oxides (NO_X) and particulate matter emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. The rule imposes a “Warehouse Points Compliance Obligation” on warehouse operators. Operators satisfy the Warehouse Points Compliance Obligation by accumulating “Warehouse Actions and Investments to Reduce Emissions Points” (WAIRE Points) in a given 12-month period. WAIRE Points are awarded by implementing measures to reduce emissions listed on the WAIRE Menu, or by implementing a custom WAIRE Plan approved by the South Coast AQMD. (URBAN-A, p. 3).

Toxic Air Contaminants

In 1984, as a result of public concern for exposure to airborne carcinogens, CARB adopted regulations to reduce the amount of toxic air contaminant emissions resulting from mobile and area sources, such as cars, trucks, stationary sources, and consumer products. According to the *Ambient and Emission Trends of Toxic Air Contaminants in California* journal article, which was prepared for CARB, results show that between 1990-2012, ambient concentration and emission trends for the seven toxic air

contaminants responsible for most of the known cancer risk associated with airborne exposure in California have declined significantly (between 1990 and 2012). The seven toxic air contaminants studied include those that are derived from mobile sources: diesel particulate matter, benzene (C_6H_6), and 1,3-butadiene (C_4H_6); those that are derived from stationary sources: perchloroethylene (C_2Cl_4) and hexavalent chromium (Cr(VI)); and those derived from photochemical reactions of emitted VOCs: formaldehyde (CH_2O) and acetaldehyde (C_2H_4O).[1] The decline in ambient concentration and emission trends of these toxic air contaminants are a result of various regulations CARB has implemented to address cancer risk. (URBAN-A, pp. 35-36).

CARB and the Ports of Los Angeles and Long Beach have adopted several iterations of regulations for diesel trucks that are aimed at reducing diesel particulate matter. More specifically, the CARB Drayage Truck Regulation, CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long Beach Clean Truck Program require accelerated implementation of "clean trucks" into the statewide truck fleet. In other words, older more polluting trucks would be replaced with newer, cleaner trucks as a function of these regulatory requirements. (URBAN-A, p. 37)

Diesel Regulations

In 1990, the State of California listed diesel exhaust as a known carcinogen under its Safe Drinking Water and Toxic Enforcement Act (Proposition 65). In 1998, the California Air Resources Board listed diesel particulate as a toxic air contaminant.

CARB introduced two programs that aimed at reducing mobile emissions for light and medium duty vehicles through vehicle emissions controls and cleaner fuel. In California, light-duty vehicles sold after 1996 are equipped with California's second-generation On-Board Diagnostic (OBD-II) system. The OBD-II system monitors virtually every component that can affect the emission performance of the vehicle to ensure that the vehicle remains as clean as possible over its entire life and assists repair technicians in diagnosing and fixing problems with the computerized engine controls. If a problem is detected, the OBD-II system illuminates a warning lamp on the vehicle instrument panel to alert the driver. This warning lamp typically contains the phrase "Check Engine" or "Service Engine Soon." The system would also store important information about the detected malfunction so that a repair technician can accurately find and fix the problem. CARB has recently developed similar OBD requirements for heavy-duty vehicles over 14,000 pounds. CARB's phase II Reformulated Gasoline Regulation (RFG-2), adopted in 1996, also led to a reduction of mobile source emissions. Through such regulations, benzene levels declined 88 percent from 1990-2012. 1,3-Butadiene concentrations also declined 85 percent from 1990-2012 as a result of the use of reformulated gasoline and motor vehicle regulations. (URBAN-A, p. 36).

CARB Diesel Risk Reduction Program

In 2000, CARB's Diesel Risk Reduction Plan recommended the replacement and retrofit of diesel-fueled engines and the use of ultra-low-sulfur (<15 ppm) diesel fuel. As a result of these measures, diesel particulate matter concentrations have declined 68 percent since 2000, even though the state's population increased 31 percent and the amount of diesel vehicles miles traveled increased 81 percent. With the implementation of these diesel-related control regulations, CARB expects a diesel particulate matter decline of 71 percent for 2000-2020. (URBAN-A, p. 36)

1. It should be noted that ambient diesel particulate matter concentrations are not measured directly. Rather, a surrogate method using the coefficient of haze (COH) and elemental carbon (EC) is used to estimate diesel particulate matter concentrations.

Other Regulations

On February 1, 2005, a requirement limiting the idling of diesel-fueled commercial vehicles to five minutes at any location pursuant to Section 2485 of Chapter 10 within Title 13 of CCR was adopted. Similarly, Section 2449 prohibits construction equipment and truck idling times shall be prohibited in excess of five minutes on site.

Off-road diesel vehicles are also regulated under CARB for both in-use (existing) and new engines. Off-road diesel vehicles include construction equipment. In 2018, CARB adopted an Airborne Toxic Control Measure for diesel particulate matter from portable engines rated at 50 Horsepower and greater. The Airborne Toxic Control Measure specifies four sets of standards for the diesel emissions of newly manufactured engines, known as tiers, and establishes deadlines for retiring lower-tier, and thus higher polluting, vehicles. The Airborne Toxic Control Measure prohibited most Tier 1 engines from operating in the state as of January 1, 2020, and ultimately requires all engines with a rating greater than 50 brake horsepower and that do not meet Tier 4 standards to cease operation in the state by January 1, 2029. (CARB 2018)

Local Regulations

Perris Comprehensive General Plan 2030

The following are applicable goals, measures and policies from the Perris Comprehensive General Plan 2030 related to a sustainable community and by extension to air quality (GP CE, pp. 49-53; GP HCE, p, 10):

Conservation Element

Goal VIII	Create a vision for energy and resource conservation and the use of green building design for the City, to protect the environment, improve quality of life, and promote sustainable practices.
Policy VIII.A	Adopt and maintain development regulations that encourage water and resource conservation.
Measure VIII.A.2	Use indigenous and/or drought-resistant planting and efficient irrigation systems with smart controls in all new refurbished commercial and industrial development projects. Also, restrict use of turf to 25 percent or less of the landscaped areas.
Measure VIII.A.4	Use gray water, and water conserving appliances and fixtures within all new commercial and industrial developments.
Measure VIII.A.5	Use permeable paving materials within developments to deter water runoff and promote natural filtering of precipitation and irrigation waters.
Measure VIII.A.7	Create and maintain reclaimed water systems to provide reclaimed water for irrigation of municipal and commercial landscaping.
Measure VIII.A.8	Explore the use of private water well systems for all potable and/or landscaping water use for larger commercial and industrial projects.
Policy VIII.B	Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.
Measure VIII.B.1	Initiate and maintain incentive programs to encourage and reward developments that employ energy and resource conservation and green building practices similar to the City's current recycling program.

Measure VIII.B.3	Require the installation of recycling bins and provide space for storage and collection of recyclables within development sites.
Goal IX	Encourage project designs that support the use of alternative transportation facilities.
Policy IX.A	Encourage land uses and new development that support alternatives to the single occupant vehicle.
Measure IX.A.1	Encourage installation of shared vehicle parking and support facilities within new and refurbished commercial and industrial developments, i.e., dual fuel vehicles and charging systems on-site, carpool parking, and bus stop shelters.
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 developments.
Measure IX.A.4	Encourage building and site designs that facilitate pedestrian activity, such as locating buildings close to the street and providing direct connections to public walkways and neighboring land uses.
Measure IX.A.5	The City shall require all new public and private development to include bike and walking paths wherever feasible.
Goal X	Encourage improved energy performance standards above and beyond the California Title 24 requirements.
Policy X.A	Establish density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who exceed current Title 24 requirements for new development.
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 X.C	Encourage strategic shape and placement of new structures within new commercial and industrial projects.
Measure X.C.1	Promote energy conservation by taking advantage of natural site features such as natural lighting and ventilation, sunlight, shade, and topography during the site plan process.
Measure X.C.2	When possible, locate driveways and parking on the east and north sides of buildings to reduce heat buildup during hot afternoons.

Healthy Community Element

Goal HC-2	Community Design – Facilitate local efforts to improve the opportunities and choices for a healthy and active lifestyle.
Policy HC 2.6	Encourage land use and urban design to promote physical activity, provide access to nutritious foods, and reduce air pollution.
Goal HC-6	Healthy Environment – Support efforts of local businesses and regional agencies to improve the health of our region's environment.
Policy HC 6.1	Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.

Policy HC 6.2 Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.

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 AQMD 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 South Coast AQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the South Coast AQMD
- 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 General Plan EIR
There are no applicable mitigation measures from the EIR for the Perris Comprehensive General Plan 2030 that pertain to air quality.

City of Perris Municipal Code
The Perris Municipal Code does not contain provisions relevant to air quality.

City of Perris Good Neighbor Guidelines
The City of Perris adopted the Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities in September 2022 that aim to balance economic growth, industrial development, and business success while implementing methods for the reduction of potential negative impacts on sensitive receptors. The City of Perris Good Neighbor Guidelines goals and recommended policies formalize what is expected from industrial development, particularly those closer to sensitive receptors. The Project has been designed and would be operated to implement the City of Perris Good Neighbor Guidelines identified in *Section 3.9.1 – City of Perris Good Neighbor Guidelines* in the Project Description of this Draft EIR. The City of Perris Good Neighbor Guidelines regarding air quality that could be modeled have been included in the *Air Quality Impact Analysis*.

5.1.3 Comments Received in Response to the Notice of Preparation and Draft EIR Scoping Meeting

Five written comment letters were received related to air quality in response to the Notice of Preparation. The comment letters were received from the State of California Department of Justice, Californians Allied for a Responsible Economy (CARE CA), the City of Menifee, the South Coast AQMD, and nearby resident, Brittanny Conner and are included in Appendix A.3 of this Draft EIR. A summary of these written comment letters can be found in *Table 2.0-A, Written Comments Received During the Notice of Preparation Comment Period* in the Introduction section of this Draft EIR.

One verbal comment regarding air quality was also provided at the October 18, 2023 Draft EIR public scoping meeting. The verbal comments provided are summarized in *Table 2.0-B, Verbal Comments Provided During the Draft EIR Scoping Meeting* in the Introduction section of this Draft EIR. All air quality related comments are addressed in this Section.

5.1.4 Thresholds of Significance

The City of Perris has not established local CEQA significance thresholds and instead, defers to the thresholds of significance identified in Appendix G ("Environmental Checklist") to the State CEQA Guidelines. The Environmental Checklist prepared by the City for this Project (see Appendix A of this document) indicates that impacts related to this Project may be considered potentially significant if the proposed Project 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 non-attainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations.

5.1.5 Project Design Features

As indicated in *Section 3.9 – Proposed Sustainability Features* of the Project Description of this Draft EIR, the Project would meet or exceed all applicable standards under CALGreen and the Building Energy Efficiency Standards contained in Title 24 in addition to complying with the applicable policies within the City of Perris Good Neighbor Guidelines outlined below in *Section 3.9.1 – City of Perris Good Neighbor Guidelines*. The Project would implement concepts of efficient design and material use that are consistent with the LEED green building rating system. This would be accomplished by incorporating, at a minimum, the following sustainability features or other features that are equally efficient:

Energy Efficiency

- Design building shells and components, such as windows, roof systems and electrical systems to meet California Title 24 Standards for nonresidential buildings.
- Design buildings to implement U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) features. This includes design considerations related to the building envelope, heating, ventilation, and air conditioning (HVAC), lighting, and power systems. Additionally, the architectural expression such as roofs and windows in the buildings will relate to conserving energy.
- Install energy efficient light-emitting diodes (LED) lighting on the site. Provide skylights for natural daylight to reduce the lighting load, therefore saving energy. Lighting will incorporate motion sensors that turn them off when not in use.
- Meet City minimum landscape requirements and provide adequate landscape shade for the site to reduce energy use.
- Install light-colored roofing materials over office area spaces and light-colored paving materials.
- For future office space, install energy efficient HVAC systems (seasonal energy efficiency ratio (SEER) 13), appliances and equipment, and control systems that are Energy Star ® rated.

- For future office improvement, refrigerants and HVAC equipment will be selected to minimize or eliminate the emission of compounds that contribute to ozone depletion and global climate change. Ventilation and HVAC systems will be designed to meet or exceed the minimum outdoor air ventilation rates described in the American Society of Heating, Refrigeration, and Air Conditioning Engineers (ASHRAE) standards and/or per California Title 24 requirements.
- Incorporate Energy Star ® rated space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.

Water Conservation and Efficiency

- Surface parking lots will be landscaped in accordance with City standards to reduce heat island effect.
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance and Chapter 19.70 (Landscaping) of the Perris Municipal Code.
- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.
- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff in accordance with City Standards.
- Provide education about water conservation and available programs and incentives to the building operators to distribute to employees.

Solid Waste Measures

- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11.
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410.1 of the California Green Building Standards Code Part 11.
- The property operator will provide readily available information provided by the City for employee education about reducing waste and available recycling services.

Transportation and Motor Vehicles

- Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485.
- Provide EV infrastructure and facilitate EV charging in accordance with Section 5.106.5.3 Electric Vehicle Charging Requirements, of the California Green Building Standards Code Part 11. Accordingly, the Project will provide 27 EV-capable parking spaces and at least 6 of these will be equipped with EV charging stations at Project opening.
- Signage shall be posted onsite directing truck drivers to use existing City truck routes on Ethanac Road.
- Provide Class II bike lanes on Ethanac Road, within the Project's frontage, per the City's Active Transportation Plan.

- Provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience in compliance with Section 5.106.4 of the California Green Building Standards Code Part 11 and standard City code requirements.

Onsite Equipment and Loading Docks

- The Project owner will inform building operators of existing requirements to turn off equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than 5 minutes. Truck idling shall not exceed 5 minutes in time. All facilities will post signs (both interior and exterior facing signs, including signs directed at all dock and delivery areas) requiring that trucks shall not be left idling for more than 5 minutes pursuant to Title 13 of the California Code of Regulations, Section 2485, which limits idle times to not more than five minutes and to report violations to the California Air Resources Board, the South Coast Air Quality Management District, and the building manager.
- Service equipment (i.e., yard trucks and forklifts) used within the site shall be electric or powered by other alternative fuels.

Construction

- Require Construction Equipment to Turn Off When Not in Use per Title 13 of the California Code of Regulations, Section 2449.
- Use regionally produced and/or manufactured building materials, where feasible, for Project construction.
- Use "green" building materials where feasible, such as those materials that are resource efficient and recycled and manufactured in an environmentally friendly way.

The Project also includes design features that comply with applicable guidelines from the City of Perris Good Neighbor Guidelines that include, but are not limited to, installation of solar panels, EV charging stations and infrastructure, idling limitations, Zero Emission (ZE) on-site operating equipment, and cleaner construction equipment. The full list is included in *Section 3.9.1 –City of Good Neighbor Guidelines* of the Project Description of this Draft EIR.

Lastly, Appendix B.5 of this Draft EIR summarizes the applicability of recommended measures from the California Attorney General's memorandum entitled *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act* and how certain measures were incorporated into the Project's design.

5.1.6 Methodology

The methodology used within the *Air Quality Impact Analysis* is consistent with guidance prepared by the South Coast AQMD for quantification of emissions and evaluation of potential impacts related to air quality, which includes the use of the California Emissions Estimator Model (CalEEMod). In August 2023, the California Air Pollution Control Officers Association, in conjunction with other California air districts, including the South Coast AQMD, released the latest version of CalEEMod, version 2022.1.1.18. Accordingly, the latest version of CalEEMod was used to determine the Project's construction and operational air quality emissions. (URBAN-A, p. 41).

The *Health Risk Assessment* was prepared in accordance with the South Coast AQMD's *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (SCAQMD 2003). Pursuant to the South Coast AQMD's recommendations,

emissions were modeled using the EPA's AERMOD program (URBAN-B, pp. 6, 19, 20). For a detailed description of the methodologies used to estimate diesel particulate matter emissions, see Section 2.2 of the *Health Risk Assessment*.

The Lakes AERMOD View (Version 11.2.0) was used to calculate annual average particulate concentrations associated with site operations. Lakes AERMOD View was utilized to incorporate the EPA's latest AERMOD version 22112. The model offers additional flexibility by allowing the user to assign an initial release height and vertical dispersion parameters for mobile sources representative of a roadway. For this *Health Risk Assessment*, the roadways were modeled as adjacent volume sources. Roadways were modeled using the EPA's haul route methodology for modeling of on-site and off-site truck movement. More specifically, the Haul Road Volume Source Calculator in Lakes AERMOD View has been utilized to determine the release height parameters. Based on the EPA methodology, the Project's modeled sources would result in a release height of 3.49 meters, and an initial lateral dimension of 4.0 meters, and an initial vertical dimension of 3.25 meters. (URBAN-B, p. 20). Additional modeling parameters are described in Section 2.4 of the *Health Risk Assessment*.

Vehicle diesel particulate matter emissions were calculated using emission factors for PM_{10} generated with the 2021 version of the EMission FACtor (EMFAC) model developed by CARB. EMFAC is a mathematical model that CARB 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. The most recent version of this model, EMFAC2021, incorporates regional motor vehicle data, information and estimates regarding the distribution of vehicle miles traveled (VMT) by speed, and number of starts per day. (URBAN-B, p. 14).

5.1.7 Environmental Impacts

Threshold A: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

The Project site is located within the South Coast Air Basin, which is characterized by relatively poor air quality. As described above in *Section 5.1.2 – Related Regulations* above, the South Coast AQMD is principally responsible for air pollution control, and works directly with the SCAG, county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards. As shown on **Table 5.1-B,** above, these state and federal air quality standards are exceeded in most parts of the South Coast Air Basin. In response, the South Coast AQMD has adopted a series of AQMPs to meet the state and federal ambient air quality standards.

In December 2022, the South Coast AQMD released the Final 2022 AQMP. The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the California Ambient Air Quality Standards, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including Connect SoCal 2020, a planning document that supports the integration of land use and transportation to help the region meet the federal Clean Air Act requirements. The Project's consistency with the 2022 AQMP is summarized below using the criteria defined in the South Coast AQMD *1993 CEQA Handbook*. (URBAN-A, p. 60).

Consistency Criterion No. 1 refers to violations of the California and national ambient air quality standards. California and national ambient air quality standards violations would occur if localized or regional significance thresholds were exceeded. As evaluated in the *Air Quality Impact Analysis* and summarized in the subsequent thresholds of this Draft EIR, the Project's localized and regional construction and operation source emissions would not exceed applicable regional significance threshold and localized thresholds. (URBAN-A, pp. 60-61)

Consistency Criterion No.2 refers to the consistency with the growth projections used to develop the AQMP. The City of Perris General Plan designates the Project site for Commercial Community uses. The Community Commercial designation provides for professional offices, department stores, discount stores, and furniture or appliance outlets. It also allows for home improvement centers, entertainment centers and regional shopping centers. Principal uses in this category typically serve a much broader geographic market than those in the Commercial Neighborhood category. (URBAN-A, pp. 61-62)

The Project's proposed warehouse use is not consistent with the site's land use designations. As the Project's proposed land use and development is not consistent with the land use designation, the Project would require a General Plan Amendment from Community Commercial to Light Industrial. (URBAN-A, pp. 61-62).

However, as the Project's operational-source air pollutant emissions would not exceed the regional thresholds, the Project is determined to be consistent with the second criterion. (URBAN-A, p. 62)

In conclusion, the Project would not have the potential to result in or cause national or California ambient air quality standards violations. Although the Project's proposed uses are not consistent with the General Plan land use designation, as the Project would not exceed the regional or localized construction and operational thresholds, the Project's development intensity is consistent with the development intensities allowed within the General Plan, as previously stated. As such, the Project is considered to be consistent with the AQMP. (URBAN-A, p.62)

Thus, the proposed Project would not conflict with or obstruct implementation of the AQMP. Therefore, impacts would be **less than significant**.

Threshold B: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

As previously shown in **Table 5.1-B**, the Project region is designated as nonattainment for ozone, PM_{10}, and $PM_{2.5}$ under the California Ambient Air Quality Standards while the Project region is designated as nonattainment for ozone and $PM_{2.5}$ under the National Ambient Air Quality Standards. (URBAN-A, p. 64).

The South Coast AQMD has identified and the *Air Quality Impact Analysis* assumes that individual projects that do not generate operational or construction emissions that exceed the South Coast AQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which South Coast Air Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed South Coast AQMD thresholds for project-specific impacts would be considered cumulatively considerable. (URBAN-A, p. 64).

Land uses such as the proposed Project affect air quality through construction-source and operational-source emissions. A summary of the Project's potential construction-source and operational-source emissions evaluated in the *Air Quality Impact Analysis* is provided below.

Construction Emissions

As stated in *Section 5.1.6 – Methodology*, above, construction emissions from Project construction were evaluated in using CalEEMod version 2022.1.1.18.

For the purposes of the *Air Quality Impact Analysis*, construction of the Project is expected to commence in April 2024 and would last through March 2025. The construction schedule utilized in the analysis, shown in **Table 5.1-C, Anticipated Construction Duration**, represents a "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. (URBAN-A, p. 42).

Table 5.1-C, Anticipated Construction Duration

Construction Activity	Start Date	End Date	Working Days
Site Preparation	April 2, 2024	April 15, 2024	10
Grading	April 16, 2024	May 27, 2024	30
Building Construction	May 28, 2024	March 17, 2025	210
Paving/Roadway Construction	February 18, 2025	March 17, 2025	20
Architectural Coating	January 21, 2025	March 17, 2025	40
Source: URBAN-A, Table 3-3			

Consistent with industry standards and typical construction practices, each piece of equipment listed in **Table 5.1-D, Anticipated Construction Equipment** below, will operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed pursuant to the code. In accordance with the City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities, it was assumed that equipment rated 50 or more horsepower would be equipped with CARB Tier 4 compliant engines. (URBAN-A, p. 44).

Table 5.1-D, Anticipated Construction Equipment

Construction Activity	Off-Road Equipment[1]	Unit Amount
Site Preparation	Rubber Tired Dozers	3
	Crawler Tractors	4
Grading	Graders	1
	Excavators	2
	Scrapers	2
	Rubber Tired Dozers	1
	Crawler Tractors	2
Building Construction	Forklifts	4
	Generator Sets	2
	Cranes	2
	Welders	2
	Crawler Tractors	4

Table 5.1-D, Anticipated Construction Equipment

Construction Activity	Off-Road Equipment[1]	Unit Amount
Paving	Pavers	2
	Paving Equipment	2
	Rollers	2
Architectural Coatings	Air Compressors	1

Source: URBAN-A, Table 3-4
Notes:

1. In order to account for fugitive dust emissions, Crawler Tractors were used in lieu of Tractors/Loaders/Backhoes during the site preparation and grading phases of Project construction.

Other assumptions that were included in the calculations of construction emissions and deviate from the CalEEMod defaults include the following (URBAN-A, pp. 41-43):

- The Project would require 50,500 cubic yards of import for earthwork activities.
- Off-site utility and infrastructure improvements evaluated in the Project's analysis include:1) sidewalks, curbs, gutters, and streetlights and a widened asphalt section and a landscaped median along Ethanac Road; 2) sidewalks, curbs, gutters, streetlights, widened asphalt section along Trumble Road; 3) storm water improvements in Illinois avenue; and 4) sidewalks, curbs, gutters, streetlights, widened asphalt section and landscaping along Sherman Road.
- Worker trips are based on CalEEMod defaults. For vendor trips, CalEEMod only assigns vendor trips to the Building Construction phase. As vendor trips would likely occur during all phases of construction, the CalEEMod defaults for vendor trips have been adjusted based on a ratio of the total vendor trips to the number of days of each subphase of activity.
- Credit for Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings) has been taken in the analysis.

As shown in **Table 5.1-E, Overall Construction Emissions Summary** below, the estimated maximum daily construction emissions from the Project without mitigation would not exceed the thresholds of significance established by the South Coast AQMD for emissions of any criteria pollutant.

Table 5.1-E, Overall Construction Emissions Summary

Year	Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
South Coast AQMD Regional Construction Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Summer						
2024	1.63	37.02	41.95	0.16	7.38	2.85
Winter						
2024	1.57	19.47	38.37	0.06	3.06	0.96
2025	52.78	28.16	52.30	0.07	3.95	1.34
Maximum[1]	**52.78**	**37.02**	**52.30**	**0.16**	**7.38**	**2.85**

Table 5.1-E, Overall Construction Emissions Summary

Year	Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
South Coast AQMD Regional Construction Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Source: URBAN-A, Table 3-5						

Operational Emissions

Operational emissions are expected from the following primary sources: area, energy, mobile, on-site cargo handling equipment, emergency engines and Transport Refrigeration Units (TRUs), as summarized below (URBAN-A, p. 45).

Area Source

Area source emissions from the Project include landscape maintenance equipment, consumer products, and architectural coatings. Over time, the Project buildings would require maintenance and would therefore produce emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings. Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants. Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. The emissions associated with area sources were calculated using CalEEMod defaults. (URBAN-A, pp.45-46).

Energy Source

Criteria pollutant emissions are emitted through the generation of electricity. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits for generation within the South Coast Air Basin, criteria pollutant emissions from offsite generation of electricity are excluded from the evaluation of significance. Based on information provided by the Project applicant, the site is also not expected to utilize natural gas for the building envelope, and therefore would not generate any emissions from direct energy consumption. (URBAN-A, p. 46).

Mobile

The Project related operational air quality emissions derive primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip characteristics available from the *Hillwood Ethanac Traffic Analysis* (Appendix G.1 of this Draft EIR) were utilized in this analysis. (URBAN-A, p. 46).

In order to determine emissions from passenger car vehicles, CalEEMod defaults for trip length and trip purpose were utilized. Default vehicle trip lengths for primary trips will be populated using data from the local metropolitan planning organizations/Regional Transportation Planning Agencies (MPO/RTPA). To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the South

Coast AQMD recommended truck trip lengths and truck fleet mix for both high-cube transload warehouse and high-cube cold storage warehouse. (URBAN-A, pp. 46-47).

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of brake and tire wear particulates. The emissions estimate for travel on paved roads were calculated using CalEEMod. (URBAN-A, p. 48).

On-Site Cargo Handling Equipment
It is common for industrial buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. Although the City of Perris Good Neighbor Guidelines require that on-site motorized operational equipment shall be Zero Emissions, for this Project, on-site modeled operational equipment was assumed to include up to two (2) 175 horsepower, natural gas-powered cargo handling equipment – port tractor operating 4 hours a day8 for 365 days of the year in order to provide a conservative analysis. (URBAN-A, p. 48).

Transport Refrigeration Units (TRUs)
In order to account for the possibility of refrigerated uses, trucks associated with the cold-storage land use are assumed to also have TRUs. For modeling purposes, 38 truck trips during have been estimated to include TRUs (e.g., all truck trips that would be associated with up to 50,000 square feet of high-cube cold storage use). TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on EMFAC2021, developed by CARB. EMFAC2021 emissions inventory data was converted into emission rates to accurately calculate emissions from TRU operation associated with Project level details. (URBAN-A, p. 48).

Emergency Engines
It is anticipated that the Project would utilize a 197 horsepower diesel powered emergency fire water pump and a 762 horsepower diesel-powered emergency backup generator. For analytical purposes, it is anticipated that the diesel fire water pump and emergency backup generator would each operate for a maximum time of 0.5 hour per day and 26 hours per year for maintenance and testing purposes. (URBAN-A, p. 49).

The estimated operational-source emissions associated with the Project, which vary by season, are summarized in **Table 5.1-F, Summary of Peak Operational Emissions (Summer)** and **Table 5.1-G, Summary of Peak Operational Emissions (Winter)**. As shown in **Table 5.1-F**and **Table 5.1-G**, the Project's daily regional emissions from on-going operations would not exceed the thresholds of significance for emissions of any criteria pollutant.

Table 5.1-F, Summary of Peak Operational Emissions (Summer)

Source	Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
South Coast AQMD Regional Operation Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Mobile	2.39	11.48	30.80	0.15	8.94	2.43
Area	10.28	0.02	2.17	0.00	0.00	0.00
Stationary Source	0.79	3.25	2.00	0.00	0.11	0.11
TRU	1.53	1.72	0.18	0.00	0.07	0.07
On-Site Equipment	0.23	0.75	32.89	0.00	0.06	0.05
Project Maximum Daily Emissions	**15.22**	**17.23**	**68.05**	**0.15**	**9.19**	**2.67**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Source: URBAN-A, Table 3-8						

Table 5.1-G, Summary of Peak Operational Emissions (Winter)

Source	Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
South Coast AQMD Regional Operation Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Mobile	2.29	12.08	25.66	0.14	7.99	2.14
Area	9.92	0.00	0.00	0.00	0.00	0.00
Stationary Source	0.79	3.25	2.00	0.00	0.11	0.11
TRU	1.53	1.72	0.18	0.00	0.07	0.07
On-Site Equipment	0.23	0.75	32.89	0.00	0.06	0.05
Project Maximum Daily Emissions	**14.76**	**17.80**	**60.73**	**0.14**	**8.23**	**2.38**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Source: URBAN-A, Table 3-8						

Conclusion

Evaluation of the data presented in the above tables demonstrates that criteria pollutant emissions from construction and operation of this Project will not exceed the South Coast AQMD regional daily thresholds during summer or winter for any criteria pollutants (URBAN-A, pp. 64-65). Thus, the Project would not 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. Therefore, impacts would be **less than significant.**

Threshold C: Would the Project expose sensitive receptors to substantial pollutant concentrations?

As stated in *Section 5.1.1 – Setting*, above, sensitive receptors are people who are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, and individuals with pre-existing respiratory or cardiovascular illness. The closest sensitive receptors to the Project site are existing non-conforming residences across Sherman Road to the east and across Ethanac Road to the south of the Project site, approximately 57 feet (17.37 meters) east and 123 feet (37.49 meters) south of the Project site, respectively. (URBAN-A, p. 52).

The potential impact to sensitive receptors was evaluated in the following analyses: South Coast AQMD localized significance threshold analysis for criteria pollutants, CO "hot spot" analysis, mobile source Health Risk Assessment for diesel particulate matter, health effects from criteria pollutants, as well as a discussion of disadvantaged communities. The results of these analyses contained, in part, in the *Air Quality Impact Analysis* and *Health Risk Assessment* are summarized below.

South Coast AQMD's Localized Significance Threshold Analysis

The South Coast AQMD established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the California and/or national ambient air quality standards. Collectively, these are referred to as Localized Significance Thresholds (LSTs). LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable California and/or national ambient air quality standards at the nearest residence or sensitive receptor. (URBAN-A, p. 52).

The LST Methodology clearly states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs. As such, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. (URBAN-A, p. 51).

For this Project, the appropriate Source Receptor Area for the LST analysis is the South Coast AQMD Perris Valley (Source Receptor Area 24). LSTs apply to CO, nitrogen dioxide, PM_{10}, and $PM_{2.5}$. The South Coast AQMD produced look-up tables for projects less than or equal to five acres in size. To determine the localized impacts, the following process is taken (URBAN-A, pp. 50-51):

- Identify the maximum daily on-site emissions that would occur during construction activity.
- If the total acreage disturbed is less than or equal to 5 acres per day, then the South Coast AQMD's screening look-up tables are utilized to determine if a Project has the potential to result in a significant impact.
- If the total acreage disturbed is greater than 5 acres per day, then LST impacts may still be conservatively evaluated using the LST look-up tables for a 5-acre disturbance area. Use of the 5-acre disturbance area thresholds can be used to show that even if the daily emissions from all construction activity were emitted within a 5-acre area, and therefore concentrated over a smaller area which would result in greater site adjacent concentrations, the impacts would still be less than significant if the applicable 5-acre thresholds are utilized.
- Identify the appliable mass emission rates for the Source Receptor Area. LSTs are provided for project sizes of 1, 2, and 5 acres, and nearest receptor distances of 25, 50, 100, 200, and 500 meters. For project sizes between the values given, or with receptors at distances between the given receptors, linear interpolation to determine the thresholds was used, per South Coast AQMD methodology.

The "acres disturbed" for analytical purposes during the construction LST analysis are based on specific equipment type for each subcategory of construction activity and the estimated maximum area a given piece of equipment can pass over in an 8-hour workday. Based on South Coast AQMD guidance, the Project's construction activities could actively disturb approximately 3.5 acres per day during site preparation and 4.0 acres per day during grading activities. Consistent with South Coast AQMD guidance, the LST were calculated by interpolating the threshold values for the Project's disturbed acreage. (URBAN-A, p. 51).

The South Coast AQMD recommends that the nearest receptor be considered when determining the Project's potential to cause an individual a cumulatively significant impact. See **Figure 5.1-1** above, for receptor locations. The nearest land use where an individual could remain for 24 hours to the Project site has been used to determine localized construction and operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$ (since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time). The nearest receptor used for evaluation of localized impacts of PM_{10} and $PM_{2.5}$ is represented by location R3 which represents the existing residence at 25870 Tyler Avenue approximately 57 feet (17 meters) east of the Project site within the City of Menifee.

The nearest industrial/commercial use to the Project site was used to determine LST air impacts for emissions of NO_X and CO as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assumed that an individual could be present at these sites for periods of one to 8 hours. The nearest receptor used for evaluation of localized impacts of NO_X and CO is represented by location R6 which represents the Lonsdale Trucking, Inc. landscaping supply store located at 3060 Sherman Road, located immediately adjacent north of the Project site (less than 25 feet). (URBAN-A, p. 55).

According to LST methodology, projects with boundaries closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. Therefore, a receptor distance of 25 meters (85 feet) was used (URBAN-A, p. 55).

Construction Emissions
The results of the localized construction emissions analysis are summarized in **Table 5.1-H, Localized Construction Emissions Summary**.

Table 5.1-H, Localized Construction Emissions Summary

Construction Activity	Year	Scenario	Emissions (lb/day)			
			NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	2024	Summer	15.69	29.96	5.77	2.79
		Winter	n/a	n/a	n/a	n/a
		Maximum Daily Emissions	**15.69**	**29.96**	**5.77**	**2.79**
		South Coast AQMD Localized Threshold	220	1,230	10	6
		Threshold Exceeded?	**No**	**No**	**No**	**No**
Grading	2024	Summer	19.95	36.17	2.95	1.23
		Winter	n/a	n/a	n/a	n/a
		Maximum Daily Emissions	**19.95**	**36.17**	**2.95**	**1.23**
		South Coast AQMD Localized Threshold	237	1,346	11	7
		Threshold Exceeded?	**No**	**No**	**No**	**No**
Source: URBAN-A, Table 3-11						

As shown above in **Table 5.1-H**, localized construction emissions would not exceed the applicable South Coast AQMD LSTs for emissions of any criteria pollutant. Therefore, localized impacts related to construction activities would be less than significant and no mitigation is required.

Operational Emissions

The Project would be located on an approximately 19.85-acre parcel. As noted previously, the *LST Methodology* provides look-up tables for sites with an area with daily disturbance of five acres or less. For projects that exceed five acres, the 5-acre LST look-up tables can be used as a screening tool to determine whether pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the project would occur within a concentrated 5-acre area. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site operational activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the project-site boundary. As such, LSTs for a 5-acre site during operations are used as a screening tool to determine if further detailed analysis is required. (URBAN-A, p. 56)

The LST analysis generally includes on-site sources (area, energy, mobile, and on-site cargo handling equipment). However, it should be noted that the CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. As such, in an effort to establish a maximum potential impact scenario for analytic purposes, the emissions shown in **Table 5.1-I, Localized Operation Emissions Summary**, represent all on-site Project-related stationary (area) sources and mobile sources. It should be noted that the longest on-site distance is roughly 0.75 mile for both trucks and passenger cars. (URBAN-A, pp. 56-57).

Table 5.1-I, Localized Operation Emissions Summary

Scenario	Emissions (lb/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Summer	4.431.63	36.2234.63	0.280.19	0.180.09
Winter	7.014.21	43.7342.14	0.760.67	0.340.25
Maximum Daily Emissions	**7.014.21**	**43.7342.14**	**0.760.67**	**0.340.25**
South Coast AQMD Localized Threshold	270	1,577	4	2
Threshold Exceeded?	**No**	**No**	**No**	**No**
Source: URBAN-A, Table 3-13				

As shown in **Table 5.1-I**, above, operational emissions would not exceed the LST for the nearest sensitive receptor. Therefore, localized impacts from operational activities would be less than significant and no mitigation is required.

CO Hot Spots

It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the South

Coast Air Basin is now designated as attainment. To establish a more accurate record of baseline CO concentrations affecting the South Coast Air Basin, a CO "hot spot" analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. (URBAN-A, pp. 57-58).

Based on the South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide, peak carbon monoxide concentrations in the South Coast Air Basin were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, 8.4 ppm 8-hr CO concentration measured at the Long Beach Blvd. and Imperial Hwy. intersection (highest CO generating intersection within the "hot spot" analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 7.7 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. In contrast, an adverse CO concentration, known as a "hot spot," would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. (URBAN-A, p. 58).

As shown in **Table 5.1-A**, the ambient 1-hr and 8-hr CO concentration within the Project study area is estimated to be 0.9 ppm and 0.8 ppm, respectively (data from Perris Valley monitoring station for 2021). Therefore, even if the traffic volumes for the proposed Project were double or even triple of the traffic volumes generated at the Long Beach Boulevard and Imperial Highway intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO "hot spot" at any study area intersections. (URBAN-A, p. 58).

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area AQMD concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per hour and AM/PM traffic volumes of 8,062 vehicles per hour and 7,719 vehicles per hour, respectively. The *2003 AQMP* estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations (4.6 ppm x 4= 18.4ppm) the most stringent 1-hour CO standard (20.0ppm). (URBAN-A, pp. 58-59).

The intersection of Trumble Road and Ethanac Road would have the highest AM and PM traffic volumes of 3,241 vehicles per hour and 4,014 vehicles per hour, respectively. As such, total traffic volumes at the intersections considered are less than the traffic volumes identified in the *2003 AQMP*. As such, the Project considered herein along with background and cumulative development would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study or based on representative Bay Area AQMD CO threshold considerations. Therefore, CO "hot spots" are not an environmental impact of concern for the Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant. (URBAN-A, p. 59).

Health Risk Assessment

Health risk assessments evaluate the potential health risk impacts associated with the development of a project. More specifically, potential health risk impacts that could result from exposure to toxic air contaminants. Accordingly, the Project *Health Risk Assessment* was prepared in order to evaluate the

potential significance of the Project's mobile-source diesel particulate matter emissions generated by heavy-duty diesel trucks and equipment accessing the site. A summary of the Project's potential construction-source and operational-source health risk to nearby sensitive receptors evaluated in the *Health Risk Assessment* is provided below.

Receptors may be placed at applicable structure locations for residential and worker property and not necessarily the boundaries of the properties containing these uses because the human receptors (residents and workers) spend a majority of their time at the residence or in the workplace's building, and not on the property line. It should be noted that the primary purpose of receptor placement is focused on long-term exposure. For example, the *Health Risk Assessment* evaluates the potential health risks to residents and workers over a period of 30 or 25 years of exposure, respectively. Notwithstanding, as a conservative measure, receptors were placed at either the outdoor living area or the building façade, whichever is closer to the Project site. (URBAN-B, p. 20).

For purposes of this *Health Risk Assessment*, receptors include both residential and non-residential (worker) land uses in the vicinity of the Project. These receptors are included in the *Health Risk Assessment* since residents and workers may be exposed at these locations over a long-term duration of 30 and 25 years, respectively. This methodology is consistent with South Coast AQMD and the Office of Environmental Health Hazard Assessment recommended guidance. (URBAN-B, p. 20). Receptor locations are shown in **Figure 5.1-1**, above.

Any impacts to residents or workers located further away from the Project site than the modeled residential and workers would have a lesser impact than what has already been disclosed in the *Health Risk Assessment* because concentrations dissipate with distance. (URBAN-B, p. 21) Tables 2-6 through 2-8 of the *Health Risk Assessment* summarize the Exposure Parameters for Residents, Worker, and School exposure scenarios.

The South Coast AQMD has established an incidence rate of ten (10) persons per million as the maximum acceptable incremental cancer risk due to toxic air contaminants exposure from a project such as the proposed Project. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulatively considerable impact. The South Coast AQMD has also established non-carcinogenic risk parameters for use in health risk assessments. Non-carcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level. A Reference Exposure Level is a concentration at or below which health effects are not likely to occur. A hazard index less than one (1.0) means that adverse health effects are not expected. (URBAN-B, pp. 6-7).

Construction Impacts
The construction *Health Risk Assessment* prepared for the Project calculated emissions based on an assumed construction schedule and mix of construction equipment and hauling activity as presented in the Project-specific *Air Quality Impact Analysis*. As shown above, the Project would result in approximately 250 total working-days of construction activity. Construction-related diesel particulate matter emissions are expected to occur primarily as a function of heavy-duty construction equipment that would be operating on-site. (URBAN-B, p. 11)

The modeled emission sources for construction activity are shown on **Figure 5.1-2, Modeled Construction Emission Sources**, and include on-site and site-adjacent improvement areas. The nearest modeled receptors were previously shown on **Figure 5.1-1**.

The land use with the greatest potential exposure to Project construction-source diesel particulate matter emissions is Location R5 which is located approximately 123 feet south of the Project site at an existing non- conforming residence located at 27391 Ethanac Road within the City of Menifee. R5 is placed in the private outdoor living areas (backyard) facing the Project site. At the maximally exposed individual receptor, the maximum incremental cancer risk attributable to Project construction-source diesel particulate matter emissions is estimated at 2.21 in one million, which is less than the South Coast AQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be less than 0.01, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location. (URBAN-B, p. 23).



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Source: URBAN-B Exhibit 2-A

Figure 5.1-2 Modeled Construction Emission Sources

Ethanac Logistics Center

Not to Scale

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Operational Impacts

As stated in *Section 5.1.6 - Methodology*, the operational *Health Risk Assessment* was based on South Coast AQMD guidelines to produce conservative estimates of human health risk posed by exposure to diesel particulate matter emissions generated by heavy-duty diesel trucks accessing the site. Vehicle diesel particulate matter emissions were calculated using PM_{10} emission factors generated by EMFAC2021. (URBAN-B, pp. 11, 14)

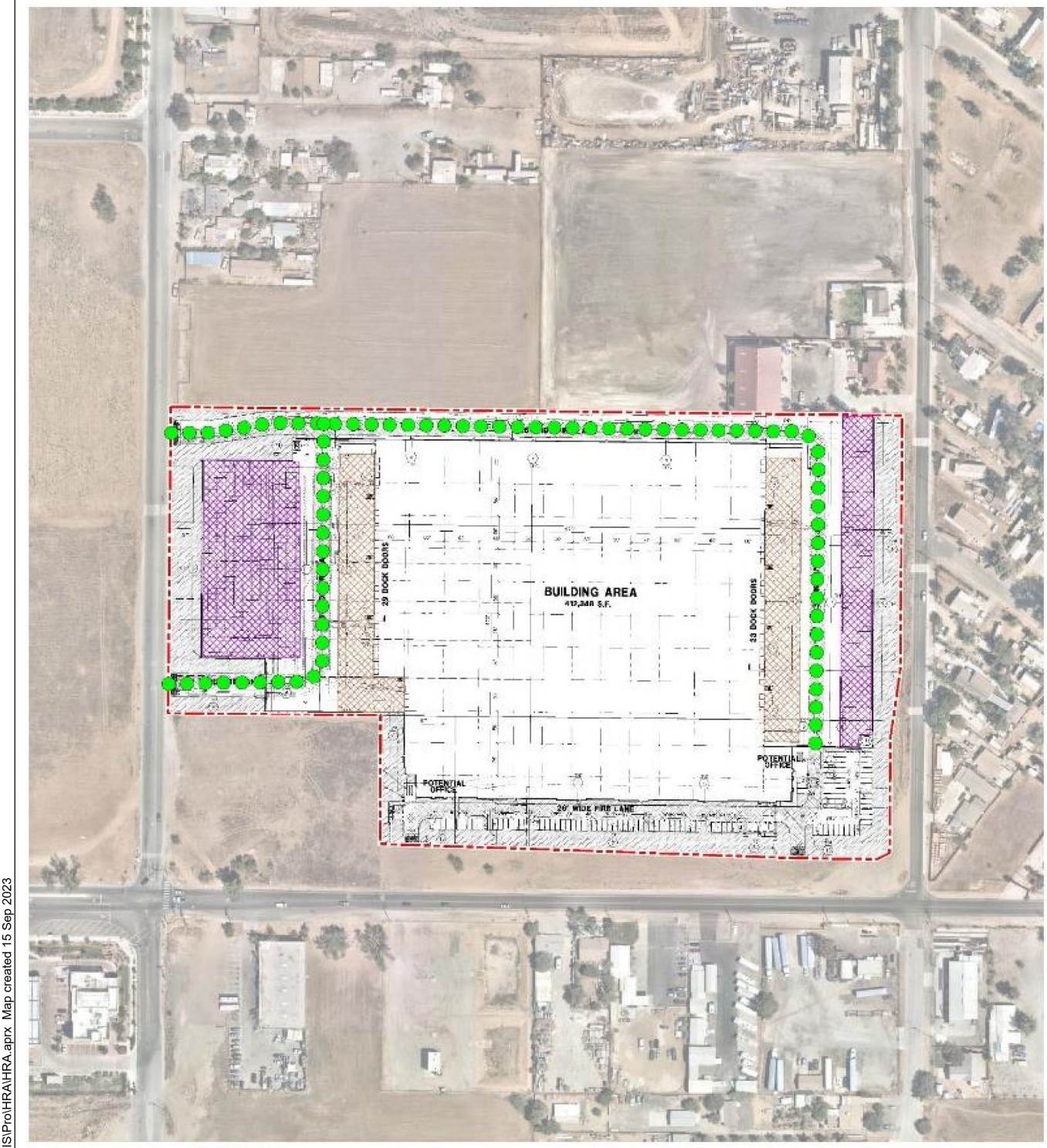
Several distinct emission processes are included in EMFAC2021. Emission factors calculated using EMFAC2021 are expressed in units of grams per vehicle miles traveled (g/VMT) or grams per idle-hour (g/idle-hr), depending on the emission process. The emission processes and corresponding emission factor units associated with diesel exhaust for this Project are summarized below. (URBAN-B, p. 14).

For this Project, annual average PM_{10} emission factors were generated by running EMFAC 2021 in EMFAC Mode for vehicles in the Riverside County jurisdiction. The EMFAC Mode 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 temperature, relative humidity, and vehicle speed. The model was run for speeds traveled in the vicinity of the Project. The vehicle travel speeds for each segment modeled are idling (representing on-site loading/unloading and truck gate); 5 miles per hour for on-site vehicle movement); and 25 miles per hour for off-site vehicle movement. (URBAN-B, p. 14).

As a conservative measure, a 2025 EMFAC 2021 run was conducted and a static 2025 emissions factor data set was used for the entire duration of analysis herein (e.g., 30 years). Use of 2025 emission factors would overstate potential impacts since this approach assumes that emission factors remain “static” and do not change over time due to fleet turnover or cleaner technology with lower emissions that would be incorporated into vehicles after 2025. Additionally, based on EMFAC 2021, Light-Heavy-Duty Trucks are comprised of 52.2 percent diesel, Medium-Heavy-Duty Trucks are comprised of 91.6 percent diesel, and Heavy-Heavy-Duty Trucks are comprised of 95.1 percent diesel. Trucks fueled by diesel are accounted for by these percentages accordingly in the emissions factor generation. The running exhaust emissions were calculated by applying the running exhaust PM_{10} emission factor (g/VMT) from EMFAC over the total distance traveled. (URBAN-B, p. 14).

Similar to off-site traffic, on-site vehicle running emissions were calculated by applying the running exhaust PM_{10} emission factor (g/VMT) from EMFAC and the total vehicle trip number over the length of the driving path using the same formula presented for on-site emissions. In addition, on-site vehicle idling exhaust emissions were calculated by applying the idle exhaust PM_{10} emission factor (g/idle-hr) from EMFAC and the total truck trip over the total assumed idle time (15 minutes). (URBAN-B, p. 15).

Each roadway was modeled as a line source (made up of multiple adjacent volume sources). Due to the large number of volume sources modeled for this analysis, the corresponding coordinates of each volume source are included in the *Health Risk Assessment – Appendix 2.3*. The diesel particulate matter emission rate for each volume source was calculated by multiplying the emission factor (based on the average travel speed along the roadway) by the number of trips and the distance traveled along each roadway segment and dividing the result by the number of volume sources along that roadway. The modeled emission sources are illustrated on **Figure 5.1-3, Modeled On-site Emission Sources**, for on-site sources and **Figure 5.1-4, Modeled Off-site Emission Sources**, for off-site sources. The modeling domain is limited to the Project’s primary truck route and includes off-site sources in the study area for more than a quarter-mile. (URBAN-B, p. 15).



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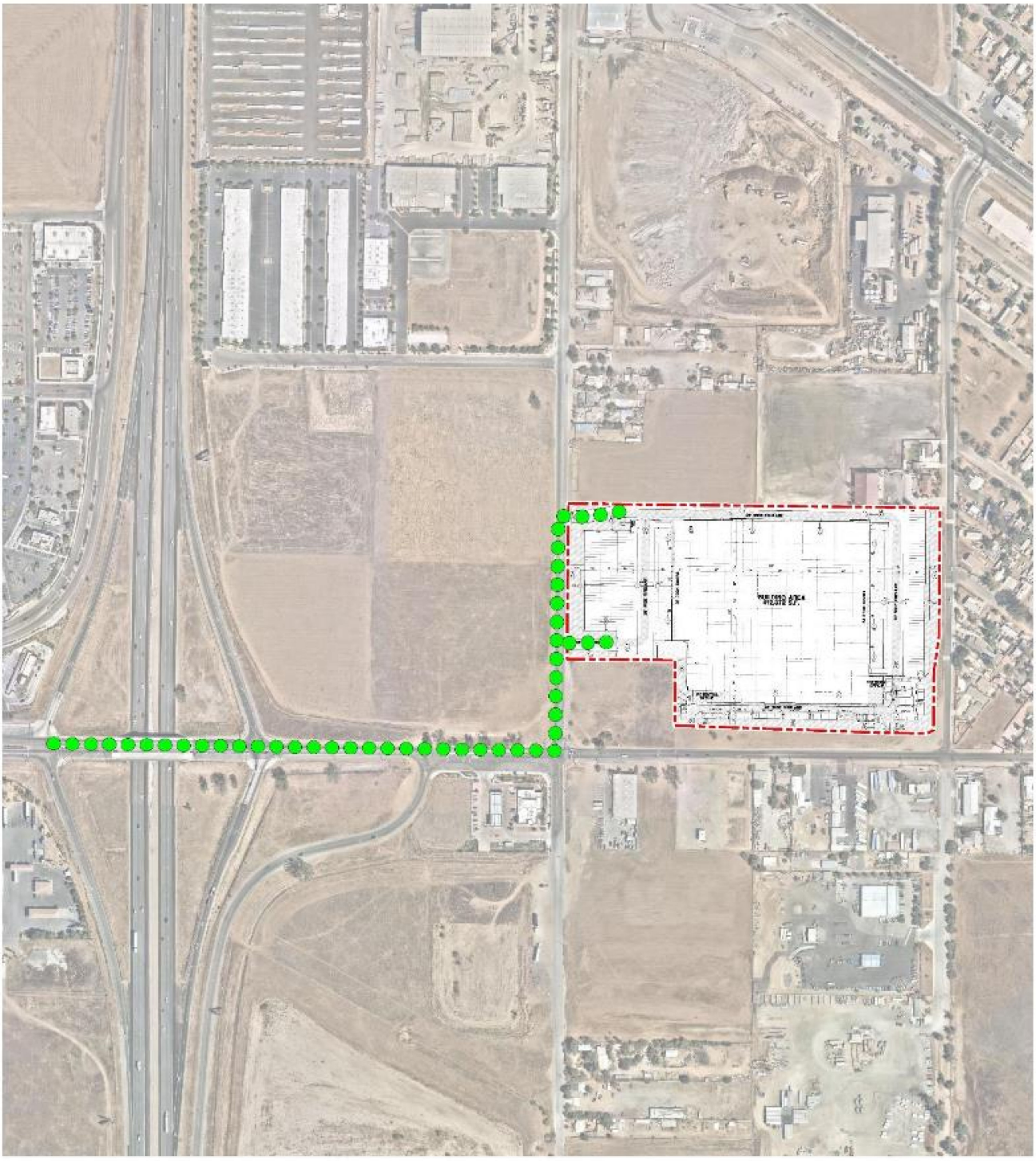
Source: UC-B, Exhibit 2-B

Figure 5.1-3 Modeled On-site Emission Sources

Ethanac Logistics Center

Not to Scale

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Source: URBAN-B, Exhibit 2-C

Figure 5.1-4 Modeled Off-site Emission Sources

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This modeling domain is more inclusive and conservative than using only a quarter-mile modeling domain, which is the distance supported by several reputable studies which conclude that the greatest potential risks occur within a quarter-mile of the primary source of emissions (in the case of the Project, the primary source of emissions is the on-site idling and on-site travel). (URBAN-B, p. 15).

On-site truck idling was estimated to occur as trucks enter and travel through the Project site. Although the Project's diesel-fueled truck and equipment operators will be required by State law to comply with CARB's idling limit of 5 minutes, staff at the South Coast AQMD recommends that the on-site idling emissions be calculated assuming 15 minutes of truck idling (8), which would take into account potential on-site idling that may occur while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, this analysis calculates truck idling at 15 minutes, consistent with the South Coast AQMD's recommendation. (URBAN-B, p. 19).

In order to account for the possibility of refrigerated uses, trucks associated with the cold-storage land use are assumed to also have TRUs. TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on EMFAC2021. The analysis assumes that TRUs may operate at the Project site for up to 30 minutes per trip. (URBAN-B, p. 19).

It is also anticipated that the Project would utilize a 197 horsepower diesel powered emergency fire water pump and a 762 horsepower diesel-powered emergency backup generator. For analytical purposes, it is anticipated that the fire water pump and emergency generator would each operate for a maximum time of 0.5 hour per day and 26 hours per year for maintenance and testing purposes. (URBAN-B, p. 19).

Residential Exposure Scenario:
The residential land use with the greatest potential exposure to Project operational-source diesel particulate matter emissions is Location R3 which is located approximately 57 feet east of the Project site at an existing non-conforming residence located at 25870 Tyler Avenue within the City of Menifee. R3 is placed in the private outdoor living areas (backyard) facing the Project site. At the maximally exposed individual receptor, the maximum incremental cancer risk attributable to Project operational-source diesel particulate matter emissions is estimated at 2.64 72 in one million, which is less than the South Coast AQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be less than 0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are exposed to lesser concentrations and are located at a greater distance from the Project site than the maximally exposed individual receptor analyzed herein, and toxic air contaminants generally dissipates with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the maximally exposed individual receptor identified herein. As such, the Project would not cause a significant human health or cancer risk to nearby residences. (URBAN-B, p. 24)

Worker Exposure Scenario:
The worker receptor land use with the greatest potential exposure to Project operational-source diesel particulate matter emissions is Location R6, which represents the adjacent potential worker receptor south of the Project site within the City of Perris. At the maximally exposed individual worker, the maximum incremental cancer risk impact is 0.46 in one million which is less than the South Coast AQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be less than 0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the maximally exposed individual

worker analyzed herein, and diesel particulate matter dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the maximally exposed individual worker identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent workers. (URBAN-B, p. 24)

School Child Exposure Scenario:
Proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70-percent drop-off in particulate pollution levels at 500 feet. Based on the CARB and South Coast AQMD emissions and modeling analyses, an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center. (URBAN-B, p. 24).

The 1,000-foot evaluation distance is supported by research-based findings concerning toxic air contaminant emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources. A one-quarter mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, which may be impacted by a proposed project. This radius is more robust than, and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified above. (URBAN-B, p. 25).

There are no schools within one-quarter mile of the Project site. The nearest school is Romoland Elementary School, which is located approximately 2,700 feet east of the Project site. Because there is no reasonable potential that toxic air contaminant emissions would cause significant health impacts at distances of more than one-quarter mile from the air pollution source, there would be no significant impacts that would occur to any schools in the vicinity of the Project. (URBAN-B, p. 25)

Construction and Operational Impacts
The *Health Risk Assessment* also evaluated the potential health risk impacts associated with the combined emissions from construction and operation of the Project to nearby sensitive receptors (including residents and schools) as well as nearby workers, as summarized below.

The land use with the greatest potential increased cancer risk due to exposure to Project construction-source and operational-source diesel particulate matter emissions is Location R4 in the City of Menifee. At this location, the maximum incremental cancer risk attributable to Project construction and operational diesel particulate matter source emissions is estimated at 4.00 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be less than 0.01, which would not exceed the applicable threshold of 1.0. (URBAN-B, p. 25)

Health Effects from Criteria Pollutants

As explained in *Section 5.1.1 - Setting*, above, the California Supreme Court held that an EIR air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. However, as explained, it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in causing asthma), and the existing scientific tools cannot accurately estimate health impacts from an individual project's air emissions without undue speculation. Notwithstanding, the Project's air quality impacts were summarized above. Extensive information concerning the quantifiable and non-quantifiable health risks related to the Project's construction and long-term operation were also provided. (URBAN-A, pp. 62-63).

Specifically, the *Air Quality Impact Analysis* does evaluate the proposed Project's localized impact to air quality for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$ by comparing the proposed Project's on-site emissions to the South Coast AQMD's applicable LST. The LST analysis above determined that the Project would not result in emissions exceeding South Coast AQMD's LSTs during construction or operation. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$. (URBAN-A, p. 63).

As the Project's emissions would comply with federal, state, and local air quality standards, the proposed Project's emissions would not be sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level and would not provide a reliable indicator of health effects if modeled. (URBAN-A, p. 63).

Disadvantaged Communities

As discussed in Section 5.1.2, CARB's Governing Board is required to consider selecting communities for participation in the CAPP. Communities are selected for developing community air monitoring systems, emissions reduction programs, or both in order to improve air quality in their community. The City of Perris was not one of the previously selected communities and to date has not been nominated to participate in the CAPP (CARB 2022b).

As previously discussed, CalEnviroScreen is a general mapping tool developed by the Office of Environmental Health Hazard Assessment to help identify California communities that are most affected by sources of pollution. The Project site and its immediately surrounding area are not designated by CalEPA as being part of a disadvantaged community for the purpose of SB 535. However, the environmental effects of the Project are fully evaluated in this Draft EIR, and feasible mitigation measures are identified for significant impacts that are within the City's jurisdictional authority to impose and enforce as required by the State CEQA Statute and Guidelines. This Draft EIR provides a disclosure of localized impacts which may affect CalEPA-designated disadvantaged communities. As indicated in the preceding analysis, the Project's construction and operational localized emissions would not exceed the South Coast AQMD LSTs, and the Project would not result in significant health impacts due to diesel particulate matter emissions. The Project would also not cause or contribute to any CO "hot spots." Moreover, SB 535 does not include project-specific requirements or prohibit developments in proximity to the designated communities.

Conclusion

The preceding analysis demonstrates that neither the construction emissions nor operational emissions resulting from implementation of the proposed Project would exceed the LST at the nearest receptor locations. Additionally, the Project would not result in potentially adverse CO concentrations or "hot spots." None of the cancer or non-cancer thresholds are exceeded as a result of Project construction and operation for receptors within the proposed Project vicinity. Finally, the Project site is not located within a disadvantaged community nor would its emissions be sufficiently high enough to warrant the use of a regional modeling program to correlate health effects on a basin-wide level.

Thus, the Project would not result in the exposure of sensitive receptors to substantial pollutant concentrations during Project construction or operation. Therefore, impacts would be **less than significant**.

5.1.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4). As all impacts related to air quality would be less than significant, no mitigation measures are required.

5.1.9 Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented

Project-specific environmental effects would be less than significant for air quality resources, and no mitigation measures are required.

5.2 Cultural Resources

The focus of this section is to analyze potential impacts related to cultural resources. The following discussion addresses the potential for adverse impacts that could result from the construction and operation of the Project. Cumulative impacts are discussed in *Section 7.0 – Other CEQA Topics*.

The analysis in this section is based on the *Cultural Resources Assessment for the Hillwood Ethanac and Trumble Road Warehouse Project, Riverside County, California,* prepared by PaleoWest LLC dated December 11, 2023 (PW-A). The analysis within the *Cultural Resources Assessment* encompasses the 1) Project site, 2) segments of Ethanac Road, Trumble Road, Sherman Road, and Illinois Avenue (offsite areas), and 3) a 1-mile radius around the Project site and offsite areas; collectively these three areas are referred to as the Study Area (PW-A, pp. 1,19.) The report is attached as Appendix C of this Draft EIR.

5.2.1 Setting

The Project site is situated along the southern border of the City of Perris, in northwestern Riverside County, California. The site is surrounded by existing industrial and legal non-conforming residential uses as well as vacant properties. Prehistorically, ethnographically, and historically, the nature and distribution of human activities in the region have been affected by such factors as topography geology, and the availability of water and biological resources. A discussion of these settings is presented below. (PW-A, p. 7)

Physical Setting

The Project site is near the northern extent of the Peninsular Range Geomorphic Province, an area of Cretaceous granitic rock uplifted during the Tertiary Period. This part of the province is typified by rocky highlands and intrusive batholiths separated by alluvium filled valleys. The Perris Valley is the westernmost part of the greater San Jacinto Valley and is an alluviated structural basin with a relatively flat depositional surface surrounded by granitic hills. (PW, p. 7)

The San Jacinto River which headwaters are in the San Jacinto Mountains, serves as the primary drainage for this area The channelized course of the river is about 3 kilometers (km) to the northwest of the Project site, where it crosses the valley and then cuts through the Temescal Hills via Railroad Canyon, and drains into Lake Elsinore. Levees built between 1919 and 1939 altered the course of the river, shifting it by as much as a mile south of its historical course. Before historical hydrological modifications, the San Jacinto River flowed perennially only in the eastern portion of the valley. Since the late 1890's agricultural activities such as row crops and grains occurred in the valley, utilizing wells and irrigated water obtained from the San Jacinto Watershed within the larger San Ana River watershed. The area was first irrigated in the late 1920s with the development of wells, and then with the water imported from the Eastern Municipal Water District in the 1950s. In 1972 the construction of the Perris Reservoir in 1972 occurred which rerouted natural water courses. It is likely that, prior to irrigation activities for agricultural practices, runoff in the valley occurred in sheet washes, percolated into the ground water, and washed into the San Jacinto River. (PW-A, pp. 7-8)

Soils in the Project vicinity as mapped by the U.S. Department of Agriculture Natural Resources Conservation Service include the Madera and Monserate Series. Both soils form in old alluvial fan or terrace deposits derived from granitic sources. Surfaces may be dissected or hummocky, gently undulating, to slightly sloping and with meandering surface drainage ways and closed depressions that fill vernal pools during winter months. The soil data indicates the deposits on the Project site are old,

predating human habitation in the area. Nonetheless, the soil may have possessed potential for burial of site features in the upper 20 centimeters of soil beneath clay and silt deposits of vernal pools; had it remained in an undisturbed state. However, the previous agricultural use of the land would likely have resulted in disturbance and exposed any shallowly buried sites. (PW-A, pp. 7,27)

Southern California's inland valley climate typically reaches over 100 degrees Fahrenheit in the summer and dips into freezing temperatures in the freezing winter. The climate in the vicinity of the Project site is categorized as Mediterranean, with hot, dry summers and cooler, wetter winters. The average annual precipitation is approximately 9 to12 inches. Precipitation patterns in the region usually result in high surface water flows in the spring and early summer, followed by low surface water flows during the dry season. As a result, the three major plant communities in the Project's vicinity are valley grassland, Riversidian sage scrub and chamise chaparral. Riparian communities would have existed near springs or places where groundwater was close to the surface. Dependent upon the season and the elevation, various leaves, stems, seeds, fruits, roots, and tubers from many species would have formed an important subsistence base for the Native American communities of the region. (PW-A, p. 8)

Ethanac Road
The segment of Ethanac Road within the offsite area of the proposed Project site is a paved, mostly two-lane road that has been well-maintained. Ethanac Road adjacent to the Project site is approximately 0.55 mile in length. This segment of the road begins at the on and off ramps on the east side of Interstate 215 and continues east to approximately 0.12 mile east of the intersection at Sherman Road. Ethanac Road has a historical significance dating back to at least 1901. United States Geological Survey (USGS) mapping shows the changes that Ethanac has undergone throughout the years as an unpaved east to west-oriented road, into a paved road by 1983. (PW-A, p. 30).

Ethanac Road was named after Ethan Allen Chase, a settler in the area in 1898 who planned to create a colony of alfalfa farms and a town named Ethanac. Over the years, Ethanac Road has undergone various improvements, and during the survey, landscaped curbs and modern stop lights were observed along the south side of the road, while the north side remains undeveloped. (PW-A, p. 30).

Trumble Road
The recorded segment of Trumble Road within the offsite areas of the Project is approximately 0.25 mile long. It runs north from the intersection with Ethanac Road and ends at the partially developed intersection with Illinois Avenue. Trumble Road is located at the western frontage of the Project site, and both sides of the recorded segment's right-of-way are unimproved. Trumble Road has historical significance, appearing in aerial photographs as early as 1938 as an unpaved north to south oriented road. USGS mapping from 1942 shows discrepancies between the historic aerial photographs, and the topographic maps which could be due to informal roads being used for agriculture appearing on the aerial photographs. Nonetheless as time went by USGS maps showed the development and pavement of Trumble Road. By 2009, it was a two-lane paved road, although the recorded segment remained unimproved on both sides of the right-of-way. (PW-A, p. 34).

Sherman Road
In 2011, Joshua Trampier recorded a portion of Sherman Road as two segments of an asphalt-paved, marked, two-lane historical road. The 2011 recorded segment extended 49 feet from Highway 74, with the northern portion oriented north to south and the southern portion turning south after 164 feet. (PW-A, p. 35).

In a recent survey by PaleoWest archaeologists, another segment of Sherman Road was discovered south of the original one. It spans approximately 0.22 mile, running from Ethanac Road to just north of Harrison Avenue, with a mostly unimproved eastern right-of-way. (PW-A, p. 35).

Historical maps show that Sherman Road was marked on a 1901 USGS map, running north to south from Ethanac Road to Ellis Avenue. By 1942, it was paved between Ethanac and Mapes Road, and unpaved south of Ethanac Road, with the pavement ending before Ellis Avenue. The road also played a significant role in transporting agricultural goods to the train station for export, as indicated by the presence of Ethanac Siding near the Atchison, Topeka, and Santa Fe Railroad in 1953. (PW-A, p. 36).

Prehistoric Setting

Paleoindian Period

Native groups were nomadic hunters and gatherers, organized into small bands. Sites from this time are sparse and may contain few or abundant artifacts or structures. Based on previous findings it is indicated that sites are typically deeply buried and can be found in various environments, such as large, protected caves above floodplains, coastal areas, lakemarsh, and valley/riparian areas, quarry sites, stable landforms above high stands of pluvial lakes, along ridge systems and mountain passes, as well as undisturbed old coastal surfaces. The Paleoindian toolkit included fluted spearhead bases and other artifacts like choppers and cutting tools. These items serve as distinctive markers for tool-making sites from that era. (PW-A, p. 9).

Archaic Period

The Archaic Period, also known as the "Lake Mojave Period" or "Western Pluvial Lakes Tradition," is the earliest defined period in the region, believed to have started around 9500 B.P. and lasted until approximately 7000 B.P. During this time, human populations adapted to environmental changes, shifting from being nomadic large-game hunters to relying on a wider variety of food sources, including plants and seeds. The early Archaic period saw Native groups organized as nomadic hunters and gatherers, with some evidence of semi-sedentary residential occupation. The incorporation of milling tools suggests the adoption of vegetal food sources. The period saw technological advancements, such as the use of milling tools for seed grinding. Settlement-subsistence patterns involved central-based wandering, with base camps occupied during part of the year and satellite camps used to exploit seasonal resources such as grass seeds, berries, tubers, and nuts. Sedentism was influenced primarily by the availability and reliability of water resources, leading coastal groups to exhibit a higher degree of sedentism compared to inland regions in southern California due to the abundant resource base near the ocean. (PW-A, pp. 9-10).

Late Prehistoric Period

The Late Prehistoric period is characterized by cooler temperatures and increased precipitation, resulting in more accessible food and water sources, leading to the formation of sedentary villages. Native American groups broadened their subsistence base during this time and began producing ceramics using advanced techniques such as vessels, using the paddle-and-anvil technique. Trade and travel were evident through the distribution of various resources, including obsidian, wonderstone, soapstone, marine shell, and ceramics not locally made. Sites from this period typically contain small lithic scatters, ground stone tools, wooden mortars with stone pestles, ceramic vessels, shell beads, and steatite implements. The cultural patterns during this period showed an increase in sociopolitical complexity and trade activities with other regions. The area's use intensified during this time, possibly due to an influx of people from surrounding desert regions and the drying up of Lake Cahuilla in the

Salton Basin. The occupation of the Perris Region by Native Americans ceased approximately 200 years ago. (PW-A, pp. 10-11).

Ethnohistoric Setting

The Study Area encompasses the traditional use area of the Luiseño and the Cahuilla. Both of these tribes were hunters, collectors, and harvesters. The Luiseño social structure is comprised of autonomous villages connected through lineages and clans, with chiefs leading allied groups. The Cahuilla were socially organized based on a system of lineages or clans, composed of three to 10 lineages, which were all named, distinctly different, and claimed a common genitor or founding lineage villages follow a socially organized based on a system of lineages and clans. (PW-A, pp. 12-13).

The Luiseño, material culture included practical tools and sacred items, viewing natural features and birds, especially eagles and birds of prey, as powerful beings. The Cahuilla people possessed a varied material culture, such as pottery, projectile points, tools like manos and metates, mortars and pestles, hammerstones, fire drills, awls, shaft straighteners, and stone knives and scrapers. (PW-A, pp. 12-13)

They both viewed the universe in terms of power, considering natural features and birds as sacred repositories of power. (PW-A, pp. 13-14) Thus, they both practiced rituals and ceremonies regularly. European diseases, particularly smallpox, decimated their population during the 19th century. Spanish colonization led to a decline in population in both tribes due to diseases and harsh conditions. American settlers further disrupted their society, by displacement, enslavement, and forced assimilation. Therefore, both the Luiseño and the Cahuilla tribes were forced into different reservations.

Historical Setting

The historical background of the Project region provides a context for understanding local settlement from the time that Spanish explorers first laid claim to the territory through the development of the modern landscape.

Perris Valley

The Spanish settlement of Alta California began with missions and presidios in San Diego and Monterey. These two settlements served as bases for colonizing the rest of California. Due to challenges in supplying the settlements by sea, an overland route was needed for further colonization efforts. The mission system administered the Riverside County area under the San Diego presidio and Mission. The mission system was later dissolved after Mexico gained independence from Spain. (PW-A, p. 14)

In 1842, Don Jose Antonio Estudillo was granted the Rancho San Jacinto Viejo Potrero, a 35,000-acre large parcel used for grazing cattle. The rancho was divided and sold to immigrant American pioneers after son of Don Estudillo inherited the rancho. Cattle and agriculture were the economic engine that drove the ranchos way of life, which continued until the second half of the nineteenth century with the arrival of Euro-American settlers into California. (PW-A, pp. 14-15)

In 1848, the Mexican American War came to an end with the signing of the Treaty of Guadalupe Hidalgo. California became a United States territory and, in 1850, was granted statehood. American settlement in the region was boosted by the construction of the California Southern Railway in the 1880s, leading to the establishment of several towns in the Perris Valley. Riverside County was incorporated in 1893, and Perris was designated as one of the official judiciary townships. Perris was incorporated as a City in 1911. (PW-A, p. 15)

Agriculture was the main economic driver in the Perris Valley from the end of the nineteenth century until the mid-twentieth century when urban/suburban development became prominent. Like much of California, the Perris Valley enjoyed a boom after World War II due to commercial, industrial, and residential development. The expansion of highways and freeways further connected Perris to nearby metropolitan areas, leading to increased commercial and residential development. The region evolved into a bedroom community for the surrounding Los Angeles, Orange, and San Diego counties during the twenty-first century. (PW-A, p. 15).

In 1842, Rancho San Jacinto Viejo Potrero was granted to Don Jose Antonio Estudillo for cattle grazing. The rancho was later divided and sold to American pioneers, and agriculture and cattle became the main economic drivers until the arrival of Euro-American settlers.

California became a United States territory after the Mexican American War, and the construction of the California Southern Railway in the 1880s facilitated American settlement in the Perris Valley. The region saw a post-World War II boom in development, becoming a bedroom community for surrounding counties. Mining and agriculture, particularly gold mining, and diverse crops, played crucial roles in the valley's growth, with the Motte family being significant contributors to its farming history.

Transportation Developments within the Perris Valley
The earliest transportation routes through the Perris Valley were wagon roads dating back to the mid-1800s, connecting Riverside to San Jacinto, Temescal, and Temecula. The construction of the California Southern Railway in the 1880s greatly boosted settlement and led to the establishment of Perris as a town in 1886. Riverside County was incorporated in 1893, and Perris was designated as one of the official judiciary townships. Perris was incorporated as a City in 1911. (PW-A, p. 15).

Agriculture was the main economic force until the late nineteenth century and spurred the development of local transportation. Within the Perris Valley, a road was constructed running adjacent to the Southern California Railway that served to link the towns of Elsinore and Riverside. The Perris town site had been constructed by this time, and a dispersed network of north-south and east-west running roads radiated out from the town center to connect outlying agricultural areas. (PW-A, p. 15).

In the 1930s, the roads parallel to the Southern California Railway were improved and became U.S. Route 395 and State Route 74, further connecting Perris to neighboring communities. By the early 1940s, Nuevo Road and Perris Boulevard had been improved and each consisted of a two-laned, paved roadway. Dirt roads were also constructed by this time in the northern and western portions of the valley, and served to link the dispersed farmsteads that were established in the area. After World War II, the Perris Valley experienced a boom in commercial, industrial, and residential development. The expansion of highways and interstate routes facilitated the growth and transformation of the region into a bedroom community for nearby counties, with former farmlands giving way to residential tracts and commercial development. (PW-A, p. 16).

Residential Development in the Perris Valley
Settlement of the Perris Valley began with the completion of the California Southern Railroad in 1882. Initially centered around Pinacate, settlers staked homesteads or purchased land from the railroad. Demand for a more conveniently located town with a railroad station led to the purchase of land from the Southern Pacific Railroad, resulting in the establishment of the Perris train station by 1887. The city of Perris grew rapidly, and by its incorporation in 1911, the population was around 300 residents. Encouragement from newspapers and fertile land attracted more settlers, leading to continuous population growth. With the help of articles that announced the abundance of land the population in

Perris continued to grow. In 1920 the population was 499 residents and doubled to over 1,000 residents by 1940. The most rapid change in population occurred between 1980 and 1990, when the population more than tripled from approximately 6,800 residents to over 21,000. By 2020, the population of Perris reached over 78,000 residents. (PW-A, p. 16).

Economic and Agricultural Trends in the Perris Valley
In the early days, industries in the Perris Valley included mining, particularly gold mining, which began in the late 1800s after gold deposits were discovered in the surrounding hills. Mining expanded to include tin, coal, and clay extraction. The Good Hope gold mine, opened in 1889, became a significant producer, employing over 60 people at its peak and producing a substantial amount of gold. However, mining declined by the early 20th century, and the Good Hope Mine was shut down in 1935. (PW-A, p. 17).

Agriculture played a vital role in the valley's development. Pioneering farmers were drawn to the region due to its favorable climate, fertile soil, flat topography, and affordable land. Early crops included grains, fruits, and vegetables, with dry grain farming dominating until the 1950s when the Eastern Municipal Water District provided water to the area, allowing for the cultivation of more water-intensive crops like nuts, alfalfa, potatoes, onions, sugar beets, and grapes. (PW-A, p. 17).

The Motte family played a significant role in the valley's farming history. The Motte Brothers farming operation, established in the 1930s, focused on potatoes, onions, and grains and expanded its reach to Perris, Romoland, Nuevo, and Lakeview. In the 1960s, John Victor Motte, along with his sons Leon and John, founded Motte and Sons, which later diversified into real estate development alongside agriculture. (PW-A, p. 17).

Romola Farms No.6A and Romoland
Review of historical newspaper articles indicated that the Romola Farms was made up of several acres of agricultural parcels within the Project area. The community of Romola Farms was established in 1925 and was owned by the Pacific Mutual Life Insurance Company. Pacific Mutual Life Insurance Company offered small ranches of four to five acres for the cultivation of fig trees. Over time the area grew popular and a change of name occurred from Ethanac to Romoland. Later Romoland was officially voted in as part of City of Menifee. (PW-A, p. 17).

5.2.2 Related Regulations

Federal Regulations

National Historic Preservation Act
The National Historic Preservation Act of 1966 (54 U.S.C. Sections 300101 et seq.) is legislation intended to preserve historical and archaeological sites in the United States of America. The act created the National Register of Historic Places, the list of National Historic Landmarks, and the State Historic Preservation Office. Among other things, the act requires federal agencies to evaluate the impact of all federally funded or permitted projects on historic properties (buildings, archaeological sites, etc.) through a process known as “Section 106 Review.”

National Register of Historic Places
Developed in 1981 pursuant to Title 36 CFR Section 60, the National Register of Historic Places 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 private property on the

National Register of Historic Places 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 National Register is initiated through an application submitted to the State Office of Historical Preservation. Applications deemed suitable for potential consideration are handled by the State Historic Preservation Officer. All National Register of Historic Places listings for sites in California are also automatically added to the California Register of Historical Resources by the State of California. The listing of a site on the National Register of Historic Places does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA (and National Environmental Policy Act (NEPA) review to be satisfied prior to the approval of any discretionary action that might adversely affect the resource.

State Regulations

State Historic Preservation Office

The State Historic Preservation Office is a state governmental function created per the National Historic Preservation Act, which called for the creation of a state agency to implement provisions of the law, including the preparation of a comprehensive historic preservation plan and a statewide survey of historical resources (SHPO-A.) The State Historic Preservation Office administers the National Register of Historic Places, the California Register of Historical Resources, the California Historical Landmarks, and the California Points of Historical Interest programs. The responsibilities of the State Historic Preservation Office include identifying, evaluating, and registering historic properties; ensuring compliance with federal and state regulatory obligations; encouraging the adoption of economic incentives programs designed to benefit property owners; encouraging economic revitalization by promoting a historic preservation ethic through preservation education and public awareness and, most significantly, by demonstrating leadership and stewardship for historic preservation in California. The State Historic Preservation Office maintains the California Historical Resources Information System, which includes the statewide Historical Resources Inventory database. (SHPO-B).

California Environmental Quality Act

CEQA requires the lead agency to determine whether the proposed development project will have a significant effect on the environment. California Public Resource Code (PRC) Sections 21083.2 and 21084.1 and State *CEQA Guidelines* Section 15126.4 deal with the definitions of unique and non-unique archaeological resources and historical resources, respectively.

PRC Section 21083.2 directs the lead agency to determine whether a project may have a significant effect on unique archaeological resources. If the lead agency determines that a project may have a significant effect on unique archaeological resources, the environmental impact report shall address the issue of those resources.

PRC Section 21084.1 and State CEQA Guidelines Section 15064.5(b)) identify that a project may have a significant effect on the environment if it may cause “a substantial adverse change in the significance of an historical resource” An “historical resource” is any site listed or eligible for listing in the California Register of Historical Resources. The California Register of Historical Resources listing criteria are intended to examine whether the resource in question: (a) is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage; (b) is associated with the lives of persons important in our past; (c) 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 (d) has yielded, or may be likely to yield, information important in pre-history or history.

California Register of Historical Resources

In 1992, the California legislature established the California Register of Historical Resources to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change. State law protects cultural resources by requiring evaluations of the significance of historical resources in CEQA documents as identified in PRC Section 5024.10 et seq. A cultural resource is an important historical resource if it meets any of the criteria found in Section 15064.5(a) of the State CEQA Guidelines. These criteria are similar to those used in federal law. The California Register of Historical Resources is maintained by the state Office of Historic Preservation. Properties listed, or formally designated eligible for listing, on the National Register of Historic Places are automatically listed on the California Register of Historical Resources, as are state historical landmarks and points of interest. The California Register of Historical Resources also includes properties designated under local ordinances or identified through local historical resource surveys. PRC Section 5020.1(j), defines the term "historical resource" to include but is not limited to "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

California Register of Historical Resources Criteria

For purposes of CEQA, a historical resource is any object, building, structure, site, area, place, record, or manuscript listed in or eligible for listing in the California Register of Historical Resources (California Public Resources Code [PRC] Section 21084.1). A resource is eligible for listing in the California Register of Historical Resources if it meets any of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Is associated with the lives of persons important in our past.
- 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.
- Has yielded, or may be likely to yield, information important in prehistory or history.

The California Code of Regulations (CCR) further provides that cultural resources of local significance are California Register of Historical Resources-eligible. (Title 14 CCR, Section 4852.)

Native American Heritage Commission

The Native American Heritage Commission (NAHC), created in statute in 1976, is a nine-member body, appointed by the Governor, to identify and catalog cultural resources (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands) in California. The NAHC is also charged with ensuring California Native American tribes' accessibility to ancient Native American cultural resources on public lands (i.e. Sacred Lands File), overseeing the treatment and disposition of inadvertently discovered Native American human remains and burial items, and administering the Native American Graves Protection and Repatriation Act. (NAHC 2023.)

Human Remains

According to Section 15064.5 of the State *CEQA Guidelines*, all human remains are assigned special importance and specific procedures are to be used when Native American remains are discovered.

These procedures are discussed within Public Resources Code Section 5097.98 (PRC 5097.98.) PRC 5097.98 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the NAHC to resolve disputes regarding the disposition of such remains.

California Health and Safety Code (Sections 7050.5, 7051, and 7054)
Sections 7050.5, 7051, and 7054 of the California Health and Safety Code collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the Public Resources Code), 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. (HSC 7050.5, HSC 7051, and HSC 7054).

Unique Archaeological Resources Criteria
CEQA requires the lead agency to consider whether a project will have a significant effect on unique archaeological resources and to avoid unique archaeological resources when feasible or mitigate any effects to less-than-significant levels per State *CEQA Guidelines* Section 21083.2. State *CEQA Guidelines* Section 21083.2(g) define a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Senate Bill 18
Senate Bill (SB) 18, effective September 2004, requires local government to notify and consult with California Native American tribes when the local government is considering adoption or amendment of a general or specific plan. Prior to adoption of a 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. Pursuant to Government Code Section 65352.3, prior to adoption or any amendment to a General Plan proposed on or after March 1, 2005, the city or county shall conduct consultations with California Native American tribes for the purpose of preserving or mitigation impacts to Cultural Places. The tribe(s) has 90 days from when the tribe is contacted by the city or county in which to request a consultation (SB18.)

Assembly Bill 52
Assembly Bill (AB) 52, which became effective on July 1, 2015, adds a new requirement to CEQA regarding tribal cultural resources. PRC 21084.2 now establishes that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. To help determine whether a project may have such an effect, PRC 21080.3.1 requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed

project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project.

As a result of AB 52, the following must take place: 1) prescribed notification and response timelines; 2) consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and 3) documentation of all consultation efforts to support CEQA findings. Under AB 52, if a lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, the lead agency must consider measures to mitigate that impact. PRC 21074 provides a definition of a tribal cultural resource.

In brief, in order to be considered a tribal cultural resource, a resource must be either 1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources or 2) a resource that the lead agency chooses, in its discretion supported by substantial evidence, to treat as a tribal cultural resource. In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources or City Designated Cultural Resource. In applying those criteria, a lead agency shall consider the value of the resource to the tribe. Elder testimony, oral, and written accounts are all considered to be examples of substantial evidence for determining the significance of a tribal cultural resource.

Regional Regulations

There are no applicable regional regulations.

Local Regulations

City of Perris Comprehensive General Plan 2030

The City of Perris General Plan contains goals, policies and implementation measures that are considered applicable to the proposed Project, as identified below (GP CE, p. 24, 47):

Conservation Element

Measure 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.

Measure 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.

Measure 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.

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

By preparing the *Cultural Resources Assessment*, the applicant has complied with Conservation Element Measures IV.A.2 and IV.A.3.

City of Perris General Plan EIR
There are no applicable mitigation measures from the EIR for the City of Perris Comprehensive General Plan 2030 that pertain to cultural resources.

City of Perris Municipal Code
There are no applicable sections from the City's Municipal Code that are applicable to cultural resources.

Perris General Plan Historic Points of Interest
The Perris Valley Historical Association and the Riverside County Office of Historic Preservation have identified historic sites and structures within the City of Perris. All of these structures exist in the Downtown area and are not located in the vicinity of the proposed Project site. The Santa Fe Depot was listed in 1994 on the National Register of Historic Places and is currently home to the Perris Valley Historical Museum. The Southern Hotel is listed in the California Register of Historic Places.

5.2.3 Comments Received in Response to the Notice of Preparation and Draft EIR Scoping Meeting

Three written comment letters were received related to cultural resources in response to the Notice of Preparation. The comment letters were received from the NAHC, the Agua Caliente Band of Cahuilla Indians, and the Rincon Band of Luiseño Indians, and are included in Appendix A.3 of this Draft EIR. A summary of these written comment letters can be found in *Table 2.0-A, Written Comments Received During the Notice of Preparation Comment Period* in the Introduction section of this Draft EIR. No written or verbal comments pertaining to cultural resources were provided at the October 18, 2023 Draft EIR public scoping meeting.

5.2.4 Thresholds of Significance

The City of Perris has not established local CEQA significance thresholds and instead, defers to the Thresholds of Significance identified in Appendix G ("Environmental Checklist") to the State *CEQA Guidelines*. Impacts related to this Project may be considered potentially significant if the proposed Project would:

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

5.2.5 Project Design Features

There are no Project Design Features related to cultural resources.

5.2.6 Methodology

The analysis within the *Cultural Resources Assessment* encompasses: 1) the Project site, 2) segments of Ethanac Road, Trumble Road, Sherman Road, and Illinois Avenue (offsite areas), and 3) a one-mile radius around the Project site and offsite areas; collectively referred to as the Study Area. (PW-A, pp. 1,

19). The analysis herein is based upon this report consisting of a cultural resource records search and literature review, communication with Native American tribal representatives, and a pedestrian survey of the Project site along with a reconnaissance survey of the offsite areas. The cultural resource records search and literature review was completed at the Eastern Information Center at the University of California, Riverside. A Sacred Lands Files search from the NAHC was requested as part of the *Cultural Resources Assessment*. Additionally, a pedestrian survey of the proposed Project site was conducted as well as a reconnaissance survey of the offsite areas on May 4, 2023 (PW-A, p. i).

Records Search and Literature Review

The cultural resource literature and records search of the California Historical Resource Information System was conducted at the Eastern Information Center on November 1, 2022 and March 18, 2023 encompassing the Study Area. The records search indicated 43 cultural resource investigations have been conducted previously within the Study Area; two of which included portions of the Project site. The previous investigations identified a total of 31 previously recorded cultural resources in the Study Area. Fifteen of the resources are archaeological: six prehistoric archaeological sites, three historic period archaeological sites, five multicomponent archaeological sites, one prehistoric isolated artifact. Sixteen of the resources are historic period built environment resources. None of these resources are documented within the Project site. (PW-A, pp. 19, 22).

In addition to the Eastern Information Center research, historical maps and images were consulted to assess historical land uses within the Study Area. Results of the archival review indicate that the Project site remained primarily undeveloped and used for agricultural purposes as late as the mid-twentieth century. As early as 1966, a single structure, possibly a single-family residence and a pull-through driveway, along Ethanac Road was constructed within the southwest corner of the Project site. The structure, surrounding yard, and driveway appear to have been demolished sometime between 1996 and 2002; some of the trees associated with the property remained visibly extant as late as 2020. (PW-A, p. 24).

A review of Bureau of Land Management (BLM) General Land Office (GLO) records indicated that land patents were granted to three individuals between 1889 and 1891 for parcels of land in the Project area. These patents were granted to Joseph Condon in 1889, Charles L. Schellenger 1890, and Arthur Beardsley in 1891. Based on the limited information of the lives of Condon, Beardsley, and Schellenger, they do not appear to be persons of historical significance in the City of Perris, and the County of Riverside. Information available for review beyond the land patents, shows that the Project area has not been developed over the course of time. The Riverside County Assessor records did not provide any information to assert that buildings or structures were ever constructed or permitted in the Project area. Therefore, based on the information provided the Project area does not appear to be associated with any significant individuals, groups, events, or buildings or structures and appears to have gone undeveloped over the course of 134 years. (PW-A, pp. 24 - 25).

Native American Communications

As part of the *Cultural Resources Assessment*, the NAHC was contacted for a review of the Sacred Lands File (SLF). The NAHC responded that the SLF search was completed with negative results (no cultural properties were found). The NAHC requested that 21 individuals representing 14 Native American tribal groups be contacted to elicit information and/or concerns regarding cultural resource issues related to the proposed Project. A letter describing the Project and asking these individuals and organizations who are culturally and traditionally affiliated with the area, or who have expressed interest in the area, for their input was sent by PaleoWest on May 9, 2023. Follow-up phone calls were

conducted by PaleoWest on May 23, 2023. (PW-A, p. 26.) The Tribal responses are shown in **Table 5.2-A, Tribal Communications** below.

Table 5.2-A, Tribal Communications

Native American Group (Individual Responding)	Response
Augustine Band of Cahuilla Mission Indians (Ana Rios)	This tribe stated they are unaware of specific cultural resources that may be affected by the proposed Project, but if any cultural resources are discovered during the development of the Project, the Tribe requests to be contacted immediately for further evaluation.
Yuma Quechan Tribe (H. Jill McCormick)	This tribe deferred to local tribes. Consultation was not requested.
Rincon Band of Luiseño Indians (Shuuluk Linton)	The Project site is within the Traditional Use Area of Luiseño people and within the Tribe's specific Area of Historic Interest; however, the Tribe has no cultural resource information to share. This Tribe recommends local tribes be contacted and requests a copy of the final cultural resources study be forwarded to the Tribe.
Santa Rosa Band of Cahuilla Indians (Tribal Assistant)	No comments received
Soboba Band of Luiseño Indians (Joseph Ontiveros)	The Project is within a known Tribal Cultural Landscape and the area is highly sensitive. The Tribe is willing to provide details to the City regarding potential and known cultural resources during formal consultation.
Pechanga Band of Indians (Paul Macarro)	The Project is not within Reservation Lands, but it is located within the heart of the Tribe's Ancestral Territory. The Tribe is interested in participating in the Project based on the Tribe's Traditional knowledge of the area and the understanding that it is near three distinct Sacred Lands filings. Additionally, the Tribe states that there are upwards of 31 recorded cultural-archaeological/historic sites between 550 yards to one mile away from the Project site. It is also near an ancestral cremation site that is very concerning to the Tribe. The Tribe believes that the possibility of recovering sensitive subsurface resources during ground-disturbing activities is extremely high. The Tribe is dedicated to sharing comprehensive cultural information with PaleoWest and the Lead Agency for CEQA review, and requests the following: ▪ Notification once the Project begins the entitlement process, if it has not already; ▪ Copies of all applicable archaeological reports, site records, proposed grading plans and environmental documents (EA/IS/MND/EIR, etc.); ▪ Government-to-government consultation with the Lead Agency; and ▪ The Tribe believes that monitoring by a Riverside County qualified archaeologist and a professional Pechanga Tribal Monitor may be required during

Table 5.2-A, Tribal Communications

Native American Group (Individual Responding)	Response
	earthmoving activities. Therefore, the Tribe reserves the right to make additional comments and recommendation once the environmental documents have been received and fully reviewed. ▪ In the event that subsurface cultural resources are identified, the Tribe requests consultation with the Project proponent and Lead Agency regarding the treatment and disposition of all artifacts.
Agua Caliente Band of Cahuilla Indians (Luz Salazar)	The tribe responded that Project is not located within the boundaries of the Agua Caliente Band of Cahuilla Indians (ACBCI) Reservation, but it is within the Tribe's Traditional Use Area. Additionally, a records check of the Tribe's registry indicates this area has been previously surveyed for cultural resources but none were identified. The Tribe requests the following: ▪ 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.

Source: PW-A, pp. 26-27

Cultural Resource Survey

A combination pedestrian survey and reconnaissance/windshield survey was completed on May 4, 2023, of the Project site and offsite areas. Standard archaeological methods, consisting of parallel pedestrian transects spaced at 10 meters (33 feet) intervals, when allowed by terrain and vegetation were used during the pedestrian survey. During the survey crew members also examined any subsurface exposures, including rodent burrows and cut banks. The reconnaissance/windshield survey included driving the length of the offsite areas and opportunistically surveying areas along the roads within the right-of-way that were wide enough to transect. (PW-A, p. 28).

The pedestrian survey began at the northeast corner of the Project site, spaced approximately 10 meters apart in east/west transects, revealing flat terrain with dense vegetation ranging from 12 inches to chest high. Ground visibility was almost zero in the center portion due to dense vegetation growth, while areas along the northern property line and southeast corner showed some visibility, likely due to recent tilling activity. No cultural constituents were observed within the proposed Project site, except for fragments of modern concrete water conveyance pipes within the tilled area of the southwest corner. The reconnaissance/windshield survey of the offsite areas along Illinois Avenue, Ethanac, Trumble, and Sherman Roads, was limited beyond the right-of-way thus only visual inspections were conducted. (PW-A, pp. 28, 30).

Three historic road segments (Ethanac Road, Trumble Road, and Sherman Road) were documented and evaluated for potential listing on the California Register of Historical Resources during the pedestrian/ windshield survey. No prehistoric or historic archaeological resources were found during the survey. The records search identified that a nearby segment of Sherman Road was previously recorded. As such, the

segment of Sherman Road adjacent to the Project site was included with that record as a resource update. These resources and their evaluations are described in the sections below. (PW-A, p. 30).

5.2.7 Environmental Impacts

Threshold A: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

The *Cultural Resources Assessment* investigation included an archaeological literature and records search at the Eastern Information Center of the California Historical Resources Information System which resulted in the identified 31 cultural resources within the Study Area. Of the 31 cultural resources identified, 16 were classified as historical period-built environment resources. None of the resources identified are located on the Project site or offsite areas. (PW-A, pp. 19, 22).

The pedestrian survey found a dense cover of recent and old vegetation growth. Ground visibility ranged from zero to 100 percent depending on location. The Project site shows signs of modern disturbances such as tiling actives. Evidence of fragments of modern concrete water conveyance pipes were found in the tilled area in the southwest corner of the Project site. (PW-A, p. 28).

A windshield survey and reconnaissance pedestrian survey method was used within the right-of-ways for offsite areas along Illinois Avenue, Ethanac Road, Trumble Road, and Sherman Road as access was not provided to the offsite areas extending beyond the right-of-ways. As a result of the survey, three historic period road segments (Ethanac Road, Trumble Road, and Sherman Road) were documented and evaluated for listing on the California Register of Historical Resources as part of the current study. Hence, none of the roadway segments appear eligible for listing in the California Register of Historical Resources under any of the four criterion. (PW-A, p. 34).

Based on the Eastern Information Center records search, review of aerial photographs, and intensive pedestrian survey of the Project site and windshield reconnaissance survey of the offsites by PaleoWest, no historical resources are anticipated to be impacted by Project implementation, and no mitigation is required. Thus, the Project would not cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines Section 15064.5. Therefore, **no impact** would occur.

Threshold B: Would the Project cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5?

Of the 31 cultural resources identified in the *Cultural Resources Assessment*, 15 were classified as archeological resources consisting of six prehistoric archaeological sites, three historic period archaeological sites, five multicomponent archaeological sites, and one prehistoric isolated artifact. However, none of these resources are mapped within the Project site or offsite areas. (PW-A, p. 22).

Although there are no previously recorded archeological resources within the Project site or offsite areas, the area is considered to be sensitive for buried cultural resources. Therefore, the City would require monitoring for previously undiscovered archaeological resources during initial ground-disturbing activities within the Project site and the off-site improvement areas. Thus, with implementation of mitigation measure **MM CR-1**, the Project would not cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5. Therefore, potential impacts would be **less than significant with mitigation incorporated**.

Threshold C: Disturb any human remains, including those interred outside of dedicated cemeteries.

In its natural state, the Project site may have possessed potential for burial of site features within the upper 20 centimeters of soil beneath clay and silt deposits of vernal pools. However, the previous agricultural use of the land would likely have resulted in disturbance and exposed any shallowly buried sites. (PW-A, p. 27).

Nonetheless, there is the potential for inadvertent discoveries. In the unlikely event that suspected human remains are uncovered during construction, all activities in the vicinity of the remains shall cease and the contractor shall notify the County Coroner immediately pursuant to California Health & Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and mitigation measure **MM CR-2**, which identifies actions to be taken in the event that human remains are found, would be implemented. Thus, the Project would not disturb any human remains, including those interred outside of dedicated cemeteries. Therefore, potential impacts with regard to disturbing human remains, including those interred outside of formal cemeteries, will be reduced to **less than significant with mitigation**.

5.2.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impacts to cultural resources. Therefore, the Project would be required to comply with the City's standard mitigation measures related to the disposition of any uncovered artifacts that may be inadvertently discovered during ground disturbance would be incorporated as outlined below to reduce potential impacts related to cultural or historic resources to less than significant levels.

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

The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment within a 50-foot radius of the find to allow time for the recording and removal of the resources. Work may continue outside of the 50-foot radius.

The Project proponent/developer shall also enter into an agreement with either the Soboba Band of Luiseño Indians, the Pechanga Band of Indians, or the Agua Caliente Band of Cahuilla Indians for a Native American tribal representative (observer/monitor) to work along with the consulting archaeologist. This tribal representative will assist in the identification of Native American resources and will act as a representative between the City, the Project proponent/developer, and Native American Tribal Cultural Resources Department. The Native American tribal representative(s) should be on-site during all ground-disturbing of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, etc. The Native American tribal representative(s) should be on-site any time the consulting archaeologist is required to be on-site. Working with the consulting archaeologist, the Native American representative(s) shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are on-going.

The agreement between the proponent/developer and the Native American tribe shall include, but not be limited to:

- An agreement that artifacts will be reburied on-site and in an area of permanent protection;
- Reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist;
- Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and
- The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

The Project proponent/developer shall submit a fully executed copy of the agreement to the City of Perris Planning Division to ensure compliance with this condition of approval. Upon verification, the City of Perris Planning Division shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

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

If any Native American artifacts are identified when Native American tribal representatives are not present, all reasonable measures shall be taken to protect the

resource(s) in situ and the City Planning Division and Native American tribal representative(s) shall be notified. The designated Native American tribal representative will be given sufficient time to examine the find. If the find is determined to be of sacred or religious value, the Native American tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements as may be feasible. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts.

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

Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner.

Once grading activities have ceased and/or the archaeologist, in consultation with the designated Native American tribal representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.

A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, Eastern Information Center (EIC) and the Native American tribe(s) involved with the Project.

MM CR-2 **Human Remains.** In the event that human remains (or remains that may be human) are discovered at the project site or within the off-site project improvement areas during ground-disturbing activities, the construction contractors, project archaeologist, and/or designated Native American tribal representative shall immediately stop all activities within 100 feet of the find. Work outside of the 100-foot radius may continue. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

If the coroner determines that the remains are of Native American origin, the coroner shall notify the Native American Heritage Commission (NAHC), which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Native American tribal representative(s) at the site, the NAHC’s identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the 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 median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)).

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

5.2.9 Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

The proposed mitigation measures would ensure that any unknown buried cultural resources that are discovered during development of the proposed Project site are protected, evaluated, and recovered as determined by the appropriate qualified experts. With implementation of mitigation measures **MM CR-1** and **MM CR-2**, potential impacts to unknown potentially significant cultural resources would be **less than significant**.

5.3 Energy

The focus of this section is to analyze potential impacts related to energy use and conservation. The following discussion addresses the potential for adverse impacts that could result from the construction and operation of the Project. Cumulative impacts are discussed in *Section 7.0 – Other CEQA Topics*.

The analysis in this section is based on the *Hillwood Ethanac Energy Analysis, City of Perris* prepared by Urban Crossroads dated December 11, 2023 (URBAN-C). The *Energy Analysis* utilizes data found with the *Hillwood Ethanac Air Quality Impact Analysis* prepared by Urban Crossroads dated December 11, 2023 (URBAN-A). Both the *Energy Analysis* and *Air Quality Impact Analysis* are included as Appendix B of this Draft EIR.

5.3.1 Existing Setting

The most recent data for California's estimated total energy consumption and natural gas consumption is from 2020, released by the U.S. Energy Information Administration's California State Profile and Energy Estimates in 2021 and included (URBAN-C, p. 7):

- As of 2020, approximately 6,923 trillion British Thermal Unit (BTU) of energy was consumed;
- As of 2021, approximately 605 million barrels of petroleum;
- As of 2021, approximately 2,101 billion cubic feet of natural gas;
- As of 2021, approximately 1 million short tons of coal.

According to the Energy Information Administration, in 2021 the U.S. petroleum consumption comprised about 77 percent of all transportation energy use, excluding fuel consumed for aviation and most marine vessels. In 2022, about 251,923 million gallons (or about 5.99 million barrels) of finished petroleum products were consumed in the U.S., an average of about 690 million gallons per day (or about 16.4 million barrels per day). In 2021, California consumed approximately 12,157 million gallons of motor gasoline (33.31 million per day) and approximately 3,541 million gallons of diesel fuel (9.7 million per day). (URBAN-C, p. 7)

The most recent data provided by the Energy Information Administration for energy use in California is reported from 2021 and provided by demand sectors as follows (URBAN-C, p. 7):

- Approximately 37.8 percent transportation sector
- Approximately 23.2 percent industrial sector
- Approximately 20.0 percent residential sector
- Approximately 19.0 percent commercial sector

According to the Energy Information Administration, California used approximately 247,250 gigawatt hours of electricity in 2021. By sector in 2021, residential uses utilized 36.5 percent of the state's electricity, followed by 43.9 percent for commercial uses, 19.2 percent for industrial uses, and 0.3 percent for transportation. Electricity usage in California for differing land uses varies substantially by the type of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. (URBAN-C, p. 7)

According to the Energy Information Administration, California used approximately 200,871 million therms of natural gas in 2021. In 2021 (the most recent year for which data is available), by sector,

industrial uses utilized 33 percent of the state's natural gas, followed by 30 percent used as fuel in the electric power sector, 21 percent from residential, 11 percent from commercial, 1 percent from transportation uses and the remaining 3 percent was utilized for the operations, processing and production of natural gas itself. While the supply of natural gas in the United States and production in the lower 48 states has increased greatly since 2008, California produces little, and imports 90 percent of its supply of natural gas. (URBAN-C, p. 7)

In 2022, total system electric generation for California was 287,220 gigawatt hours. California's massive electricity in-state generation system generated approximately 203,257 gigawatt hours which accounted for approximately 71 percent of the electricity it uses; the rest was imported from the Pacific Northwest (12 percent) and the U.S. Southwest (17 percent). Natural gas is the main source for electricity generation at 47.46 percent of the total in-state electric generation system power. (URBAN-C, p. 8)

An updated summary of, and context for energy consumption and energy demands within the State is presented in "U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts" excerpted below (URBAN-C, p. 8):

- In 2021, California was the seventh-largest producer of crude oil among the 50 states, and, as of January 2021, it ranked third in crude oil refining capacity.
- California is the largest consumer of jet fuel and second-largest consumer of motor gasoline among the 50 states and the state accounted for 15 percent of the nation's jet fuel consumption and 10 percent of motor gasoline consumption in 2020.
- In 2019, California was the second-largest total energy consumer among the states, but its per capita energy consumption was less than in all other states except Rhode Island, due in part to its mild climate and its energy efficiency programs.
- In 2021, California was the nation's top producer of electricity from solar, geothermal, and biomass energy. The state was fourth in the nation in conventional hydroelectric power generation, down from second in 2019, in part because of drought and increased water demand.
- In 2021, California was the fourth-largest electricity producer in the nation, but the state was also the nation's second-largest consumer of electricity, and in 2020, it received about 30 percent of its electricity supply from generating facilities outside of California, including imports from Mexico.

As indicated above, California is one of the nation's leading energy-producing states, and California's per capita energy use is among the nation's most efficient. (URBAN-C, p. 8.)

Electricity

The Southern California region's electricity reliability has been of concern for the past several years due to the planned retirement of aging facilities that depend upon once-through cooling technologies, as well as the June 2013 retirement of the San Onofre Nuclear Generating Station. While the once-through cooling phase-out has been ongoing since the May 2010 adoption of the State Water Resources Control Board's once-through cooling policy, the retirement of the San Onofre Nuclear Generating Station complicated the situation. California Independent Service Operator (ISO) studies revealed the extent to which the South Coast Air Basin and the San Diego Air Basin region were vulnerable to low-voltage and post-transient voltage instability concerns. A preliminary plan to address these issues was detailed in the 2013 Integrative Energy Policy Report after a collaborative process with other energy agencies, utilities, and air districts. Similarly, the subsequent 2022 Integrative Energy Policy Report provides information

and policy recommendations on advancing a clean, reliable, and affordable energy system. (URBAN-C, p. 10)

Electricity is currently provided to the City of Perris by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. Based on SCE's 2021 Power Content Label Mix, SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers. (URBAN-C, p. 10)

California's electricity industry is an organization of traditional utilities, private generating companies, and state agencies, each with a variety of roles and responsibilities to ensure that electrical power is provided to consumers. The California ISO is a nonprofit public benefit corporation and is the impartial operator of the State's wholesale power grid and is charged with maintaining grid reliability, and to direct uninterrupted electrical energy supplies to California's homes and communities. While utilities still own transmission assets, the ISO routes electrical power along these assets, maximizing the use of the transmission system and its power generation resources. The ISO matches buyers and sellers of electricity to ensure that enough power is available to meet demand. To these ends, every five minutes the ISO forecasts electrical demands, accounts for operating reserves, and assigns the lowest cost power plant unit to meet demands while ensuring adequate system transmission capacities and capabilities. (URBAN-C, p. 10)

Part of the ISO's charge is to plan and coordinate grid enhancements to ensure that electrical power is provided to California consumers. To this end, utilities file annual transmission expansion/modification plans to accommodate the State's growing electrical needs. The ISO reviews and either approves or denies the proposed additions. In addition, and perhaps most importantly, the ISO works with other areas in the western United States electrical grid to ensure that adequate power supplies are available to the State. In this manner, continuing reliable and affordable electrical power is assured to existing and new consumers throughout the State. (URBAN-C, p. 10)

Table 5.3-A, SCE 2021 Power Content Mix below, presents SCE's specific proportional shares of electricity sources in 2021.

Table 5.3-A, SCE 2021 Power Content Mix

Energy Resources	2021 SCE Power Mix (Percent)
Eligible Renewable	**31.4**
Biomass & Waste	0.1
Geothermal	5.7
Eligible Hydroelectric	0.5
Solar	14.9
Wind	10.2
Coal	**0.0**
Large Hydroelectric	**2.3**
Natural Gas	**22.3**
Nuclear	**9.2**
Other	**0.2**
Unspecified Sources of Power[1]	34.6
Total	**100**

Source: URBAN-C, Table 2-2

Notes:

1. "Unspecified sources of power" means electricity form transactions that are not traceable to specific generation sources.

As indicated in **Table 5.3-A**, the 2021 SCE Power Mix has renewable energy at 31.4 percent of the overall energy resources. Geothermal resources are at 5.7 percent, wind power is at 10.2 percent, large hydroelectric sources are at 2.3 percent, solar energy is at 14.9 percent, and coal is at 0 percent. (URBAN-C, pp. 10-11)

Natural Gas

The following summary of natural gas customers and volumes, supplies, delivery of supplies, storage, service options, and operations is excerpted from information provided by the California Public Utilities Commission (CPUC) (URBAN-C, pp. 12 – 14):

> The CPUC regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas and Electric (PGE), Southern California Gas (SoCalGas), San Diego Gas & Electric (SDGE), Southwest Gas, and several smaller natural gas utilities. The CPUC also regulates independent storage operators: Lodi Gas Storage, Wild Goose Storage, Central Valley Storage and Gill Ranch Storage.
>
> California's natural gas utilities provide service to over 11 million gas meters. SoCalGas and PGE provide service to about 5.9 million and 4.3 million customers, respectively, while SDGE provides service to over 800, 000 customers. In 2018, California gas utilities forecasted that they would deliver about 4740 million cubic feet per day (MMcfd) of gas to their customers, on average, under normal weather conditions.

The overwhelming majority of natural gas utility customers in California are residential and small commercials customers, referred to as “core” customers. Larger volume gas customers, like electric generators and industrial customers, are called “noncore” customers. Although very small in number relative to core customers, noncore customers consume about 65 percent of the natural gas delivered by the state’s natural gas utilities, while core customers consume about 35 percent.

A significant amount o’ gas (about 19 percent, or 1131 MMcfd, of the total forecasted California consumption in 2018) is also directly delivered to some California large volume consumers, without being transported over the regulated utility pipeline system. Those customers, referred to as “bypass” customers, take service directly from interstate pipelines or directly from California producers.

SDGE and Southwest Gas’ southern division are wholesale customers of SoCalGas, i.e., they receive deliveries of gas from SoCalGas and in turn deliver that gas to their own customers. (Southwest Gas also provides natural gas distribution service in the Lake Tahoe area.) Similarly, West Coast Gas, a small gas utility, is a wholesale customer of PGE. Some other wholesale customers are municipalities like the cities of Palo Alto, Long Beach, and Vernon, which are not regulated by the CPUC.

Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The major interstate pipelines that deliver out of state natural gas to California gas utilities are Gas Transmission Northwest Pipeline, Kern River Pipeline, Transwestern Pipeline, El Paso Pipeline, Ruby Pipeline, Mojave Pipeline, and Tuscarora. Another pipeline, the North Baja – Baja Norte Pipeline takes gas off the El Paso Pipeline at the California/Arizona border and delivers that gas through California into Mexico. While the Federal Energy Regulatory Commission (FERC) regulates the transportation of natural gas on the interstate pipelines, and authorizes rates for that service, the California Public Utilities Commission may participate in FERC regulatory proceedings to represent the interests of California natural gas consumers.

The gas transported to California gas utilities via the interstate pipelines, as well as some of the California-produced gas, is delivered into the PGE and SoCalGas intrastate natural gas transmission pipelines systems (commonly referred to as California’s “backbone” pipeline system). Natural gas on the utilities’ backbone pipeline systems is then delivered to the local transmission and distribution pipeline systems, or to natural gas storage fields. Some large volume noncore customers take natural gas delivery directly off the high-pressure backbone and local transmission pipeline systems, while core customers and other noncore customers take delivery off the utilities’ distribution pipeline systems. The state’s natural gas utilities operate over 100,000 miles of transmission and distribution pipelines, and thousands more miles of service lines.

Bypass customers take most of their deliveries directly off the Kern/Mojave pipeline system, but they also take a significant amount of gas from California production.

PGE and SoCalGas own and operate several natural gas storage fields that are located within their service territories in northern and southern California, respectively. These storage fields, and four independently owned storage utilities – Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage – help meet peak seasonal and daily natural gas demand and allow California natural gas customers to secure natural gas supplies more efficiently. PGE is a 25 percent owner of the Gill Ranch Storage field. These storage fields provide a significant amount of

infrastructure capacity to help meet California's natural gas requirements, and without these storage fields, California would need much more pipeline capacity in order to meet peak gas requirements.

Prior to the late 1980s, California regulated utilities provided virtually all natural gas services to all their customers. Since then, the Commission has gradually restructured the California gas industry in order to give customers more options while assuring regulatory protections for those customers that wish to, or are required to, continue receiving utility provided services.

The option to purchase natural gas from independent suppliers is one of the results of this restructuring process. Although the regulated utilities procure natural gas supplies for most core customers, core customers have the option to purchase natural gas from independent natural gas marketers, called "core transport agents" (CTA). Contact information for core transport agents can be found on the utilities' web sites. Noncore customers, on the other hand, make natural gas supply arrangements directly with producers or with marketers.

Another option resulting from the restructuring process occurred in 1993, when the Commission removed the utilities' storage service responsibility for noncore customers, along with the cost of this service from noncore customers' transportation rates. The Commission also encouraged the development of independent storage fields, and in subsequent years, all the independent storage fields in California were established. Noncore customers and marketers may now take storage service from the utility or from an independent storage provider (if available), and pay for that service, or may opt to take no storage service at all. For core customers, the Commission assures that the utility has adequate storage capacity set aside to meet core requirements, and core customers pay for that service.

In a 1997 decision, the Commission adopted PGE's "Gas Accord", which unbundled PGE's backbone transmission costs from noncore transportation rates. This decision gave customers and marketers the opportunity to obtain pipeline capacity rights on PGE's backbone transmission pipeline system, if desired, and pay for that service at rates authorized by the Commission. The Gas Accord also required PGE to set aside a certain amount of backbone transmission capacity in order to deliver gas to its core customers. Subsequent Commission decisions modified and extended the initial terms of the Gas Accord. The "Gas Accord" framework is still in place today for PGE's backbone and storage rates and services and is now simply referred to as PGE Gas Transmission and Storage (GT&S).

In a 2006 decision, the Commission adopted a similar gas transmission framework for Southern California, called the "firm access rights" system. SoCalGas and SDGE implemented the firm access rights (FAR) system in 2008, and it is now referred to as the backbone transmission system (BTS) framework. As under the PGE backbone transmission system, SoCalGas backbone transmission costs are unbundled from noncore transportation rates. Noncore customers and marketers may obtain, and pay for, firm backbone transmission capacity at various receipt points on the SoCalGas system. A certain amount of backbone transmission capacity is obtained for core customers to ensure meeting their requirements.

Many, if not most, noncore customers now use a marketer providing several of the services formerly provided by the utility. That is, a noncore customer may simply arrange for a marketer to procure its supplies, and obtain any needed storage and backbone transmission capacity, in order to assure that it will receive its needed deliveries of natural gas supplies. Core customers still mainly rely on the utilities for procurement service, but they have the option to take procurement service from a

CTA. Backbone transmission and storage capacity is either set aside or obtained for core customers in amounts to assure very high levels of service.

In order properly operate their natural gas transmission pipeline and storage systems, PGE and SoCalGas must balance the amount of gas received into the pipeline system and delivered to customers or to storage fields. Some of these utilities' storage capacity is dedicated to this service, and under most circumstances, customers do not need to precisely match their deliveries with their consumption. However, when too much or too little gas is expected to be delivered into the utilities' systems, relative to the amount being consumed, the utilities require customers to more precisely match up their deliveries with their consumption. And, if customers do not meet certain delivery requirements, they could face financial penalties. The utilities do not profit from these financial penalties – the amounts are then returned to customers as a whole. If the utilities find that they are unable to deliver all the gas that is expected to be consumed, they may even call for a curtailment of some gas deliveries. These curtailments are typically required for just the largest, noncore customers. It has been many years since there has been a significant curtailment of core customers in California.

Hence, 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 via existing delivery systems, thereby increasing the availability and reliability of resources in total. The CPUC oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State. (URBAN-C, p. 14)

Transportation Energy Resources

The Project would generate additional vehicle trips with resulting consumption of energy resources; predominantly gasoline and diesel fuel. The Department of Motor Vehicles (DMV) identified 36.2 million registered vehicles in California, and those vehicles consume an estimated 17.2 billion gallons of fuel each year. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets. (URBAN-C, pp. 14 -15)

California's on-road transportation system includes 396,616 lane miles, more than 26.6 million passenger vehicles and light trucks, and almost 9.0 million medium- and heavy-duty vehicles. While gasoline consumption has been declining since 2008 it is still by far the dominant fuel. California is the second-largest consumer of petroleum products, after Texas, and accounts for 8 percent of the nation's total consumption. The state is the largest U.S. consumer of motor gasoline and jet fuel, and 83 percent of the petroleum consumed in California is used in the transportation sector. (URBAN-C, p. 15)

California accounts for less than 1 percent of total U.S. natural gas reserves and production. As with crude oil, California's natural gas production has experienced a gradual decline since 1985. In 2021, about 33 percent of the natural gas delivered to consumers went to the state's industrial sector, and about 31 percent was delivered to the electric power sector. Natural gas fueled more than two-fifths of the state's utility-scale electricity generation in 2021. The residential sector, where three-fifths of California households use natural gas for home heating, accounted for 22 percent of natural gas deliveries. The commercial sector received 12 percent of the deliveries to end users and the transportation sector consumed the remaining 1 percent. (URBAN-C, p. 15)

5.3.2 Related Regulations

Federal Regulations

Intermodal Surface Transportation Efficiency Act Of 1991

The Intermodal Surface Transportation Efficiency Act Of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. The ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions. (URBAN-C, p. 17)

Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety. (URBAN-C, p. 17)

State Regulations

California Energy Code

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. (URBAN-C, p. 18)

The standards are updated periodically to allow for consideration, and possible incorporation, of new energy efficient technologies and methods. CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission. (URBAN-C, p. 18)

CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that became effective on January 1, 2023. The California Energy Commission (CEC) anticipates that the 2022 energy code will provide $1.5 billion in consumer benefits and reduce greenhouse gas (GHG) emissions by 10 million metric tons. The Project would be required to comply with the applicable standards in place at the time building permit document submittals are made. (URBAN-C, p. 18) A complete list of applicable Nonresidential Mandatory Measures is found in *Section 5.5 – Greenhouse Gas Emissions* of this Draft EIR.

Clean Energy and Pollution Reduction Act Of 2015

In October 2015, the legislature approved, and the Governor signed Senate Bill (SB) 350, the Clean Energy and Pollution Act of 2015, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions (URBAN-C, p. 20):

- Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the CEC, and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

California's Renewable Portfolio Standard

First established in 2002 under SB 1078, California's Renewable Portfolio Standards (RPS) requires retail sellers of electric services to increase procurement from eligible renewable resources to 33 percent of total retail sales by 2020. (URBAN-C, p. 20)

California State Energy Plan

The CEC is responsible for preparing the California State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access. (URBAN-C, p. 18)

Integrated Energy Policy Report

Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing California's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the State's economy; and protect public health and safety (Public Resources Code § 25301a). The CEC prepares these assessments and associated policy recommendations every two years, with updates on alternate years, as part of the Integrated Energy Policy Report. (URBAN-C, p. 17)

The 2022 Integrative Energy Policy Report was adopted February 2023, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2022 Integrative Energy Policy Report introduces a new framework for embedding equity and environmental justice at the CEC and the California Energy Planning Library which allows for easier access to energy data and analytics for a wide range of users. Additionally, energy reliability, western electricity integration, gasoline cost factors and price spikes, the role of hydrogen in California's clean energy future, fossil gas transition and distributed energy resources are topics discussed within the 2022 Integrative Energy Policy Report. (URBAN-C, pp. 17 – 18)

Pavley Regulations and Fuel Efficiency Standards

California Assembly Bill (AB) 1493, the Pavley Regulations and Fuel Standards, enacted on July 22, 2002, required the California Air Resources Board (CARB) to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks). Although aimed at reducing GHG emissions, specifically, a co-benefit of the Pavley standards is an improvement in fuel efficiency and consequently a reduction then fuel consumption. (URBAN-C, p. 20)

Local Regulations

City of Perris Comprehensive General Plan 2030

The City of Perris General Plan contains goals and policies that are considered applicable to the proposed Project, as identified below (GP CE, pp. 49 -53; GP HCE, p. 10):

Conservation Element

Goal VIII	Create a vision for energy and resource conservation and the use of green building design for the City which provides for the protection of the environment while improving the quality of life and promoting sustainability.
Policy VIII.A	Adopt and maintain development regulations, which encourage water and resource conservation.
Measure VIII.A.2	Use indigenous and/or drought-resistant planting and efficient irrigation systems with smart controls in all new and refurbished commercial and industrial development projects. Also, restrict use of turf to 25 percent or less of the landscaped areas.
Measure VIII.A.4	Use gray water, and water-conserving appliances and fixtures within all new commercial and industrial developments.
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).
Measure VIII.C.3	Encourage the design and construction of durable buildings that are efficient and economical to own and operate.
Measure VIII.C.4	Review new development projects for compliance with the design guidelines contained within the Sustainable Community section through Conditions of Approval and a finding that the project conforms to the General Plan.
Measure VIII.C.5	Encourage green building density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new developments.
Goal IX	Encourage project designs that support the use of alternative transportation facilities.
Policy IX.A	Encourage land uses and new development that support alternatives to the single occupant vehicle.
Measure IX.A.1	Encourage installation of shared vehicle parking and support facilities within new and refurbished commercial and industrial developments, i.e., dual fuel vehicles and charging systems on site, carpool parking, and bus stop shelters.

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 developments.
Measure IX.A.4	Encourage building and site designs that facilitate pedestrian activity, such as locating buildings close to the street and providing direct connections to public walkways and neighboring land uses.
Measure IX.A.5	The City shall require all new public and private development to include bike and walking paths wherever feasible.
Goal X	Encourage improved energy performance standards above and beyond the California Title 24 requirements.
Policy X.A	Establish density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who exceed current Title 24 requirements for new development.
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 X.C	Encourage strategic shape and placement of new structures within new commercial and industrial projects.
Measure X.C.1	Promote energy conservation by taking advantage of natural site features such as natural lighting and ventilation, sunlight, shade, and topography during the site plan process.
Measure X.C.2	When possible, locate driveways and parking on the east and north sides of buildings to reduce heat buildup during hot afternoons.

Healthy Community Element

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 6.2:	Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.

City of Perris General Plan EIR

There are no applicable mitigation measures from the EIR for the Perris Comprehensive General Plan 2030 that pertain to energy.

City of Perris Municipal Code

The following sections of the City's Municipal Code are applicable and pertain to energy (MC):

Title 16 – Buildings and Construction (Section 16.08.050 – Adoption of the 2022 California Building Code). The City has adopted the 2022 California Building Code.

City of Perris Climate Action Plan

The City of Perris Climate Action Plan (CAP) was adopted by the City Council (Resolution Number 4966) on February 23, 2016. The CAP was developed to address global climate change through the reduction of harmful GHG emissions at the community level, and as part of California's mandated statewide GHG emissions reduction goals under AB 32. The CAP includes energy measures that direct the City to create an energy action plan to reduce energy consumption citywide. (URBAN-C, pp. 20 – 21)

City of Perris Good Neighbor Guidelines

The City of Perris adopted the Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities in September 2022 that aim to balance economic growth, industrial development, and business success while implementing methods for the reduction of potential negative impacts on sensitive receptors. The City of Perris Good Neighbor Guidelines goals and recommended policies formalize what is expected from industrial development, particularly those closer to sensitive receptors. The Project has been designed and would be operated to implement the City of Perris Good Neighbor Guidelines identified in *Section 3.9.1 – City of Good Neighbor Guidelines* in the Project Description of this Draft EIR. The City of Perris Good Neighbor Guidelines regarding energy consumption that could be modeled have been included in the Energy Analysis.

5.3.3 Comments Received in Response to the Notice of Preparation and Draft EIR Scoping Meeting

Three written comment letters were received related to energy resources in response to the Notice of Preparation. The comment letters were received from the State of California Department of Justice, Californians Allied for a Responsible Economy (CARE CA), and the South Coast Air Quality Management District (AQMD) and are included in Appendix A.3 of this Draft EIR. A summary of these written comment letters can be found in *Table 2.0-A, Written Comments Received During the Notice of Preparation Comment Period* in the Introduction section of this Draft EIR.

One verbal comment regarding energy resources was also provided at the October 18, 2023 Draft EIR public scoping meeting. The verbal comments received are summarized in *Table 2.0-B, Verbal Comments Provided During the Draft EIR Scoping Meeting* in the Introduction section of this Draft EIR. All energy-related comments are addressed in this Section.

5.3.4 Thresholds of Significance

The City of Perris has not established local CEQA significance thresholds and instead, defers to the thresholds of significance identified in Appendix G ("Environmental Checklist") to the State CEQA Guidelines. The Environmental Checklist prepared by the City for this Project (see Appendix A of this document) indicates that impacts related to this Project may be considered potentially significant if the proposed Project would:

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

5.3.5 Project Design Features

As outlined in *Section 3.9 – Sustainability Features* of this Draft EIR, the Project would meet or exceed all applicable standards under CALGreen and the Building Energy Efficiency Standards contained in Title

24 in addition to complying with the applicable policies within the City of Perris Good Neighbor Guidelines outlined below in *Section 3.9.1 – Good Neighbor Guidelines*. The Project would implement concepts of efficient design and material use that are consistent with the LEED green building rating system. This would be accomplished by incorporating, at a minimum, the following sustainability features or other features that are equally efficient:

Energy Efficiency

- Design building shells and components, such as windows, roof systems and electrical systems to meet California Title 24 Standards for nonresidential buildings.
- Design buildings to implement U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) features. This includes design considerations related to the building envelope, heating, ventilation, and air conditioning (HVAC), lighting, and power systems. Additionally, the architectural expression such as roofs and windows in the buildings will relate to conserving energy.
- Install energy efficient light-emitting diodes (LED) lighting on the site. Provide skylights for natural daylight to reduce the lighting load, therefore saving energy. Lighting will incorporate motion sensors that turn them off when not in use.
- Meet City minimum landscape requirements and provide adequate landscape shade for the site to reduce energy use.
- Install light-colored roofing materials over office area spaces and light-colored paving materials.
- For future office space, install energy efficient HVAC systems (seasonal energy efficiency ratio (SEER) 13), appliances and equipment, and control systems that are Energy Star ® rated.
- For future office improvement, refrigerants and HVAC equipment will be selected to minimize or eliminate the emission of compounds that contribute to ozone depletion and global climate change. Ventilation and HVAC systems will be designed to meet or exceed the minimum outdoor air ventilation rates described in the American Society of Heating, Refrigeration, and Air Conditioning Engineers (ASHRAE) standards and/or per California Title 24 requirements.
- Incorporate Energy Star ® rated space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.

Water Conservation and Efficiency

- Surface parking lots will be landscaped in accordance with City standards to reduce heat island effect.
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance and Chapter 19.70 (Landscaping) of the Perris Municipal Code.
- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.
- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff in accordance with City Standards.
- Provide education about water conservation and available programs and incentives to the building operators to distribute to employees.

Solid Waste Measures

- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11.
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410.1 of the California Green Building Standards Code Part 11.
- The property operator will provide readily available information provided by the City for employee education about reducing waste and available recycling services.

Transportation and Motor Vehicles

- Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485.
- Provide electric vehicle (EV) infrastructure and facilitate EV charging in accordance with Section 5.106.5.3 Electric Vehicle Charging Requirements, of the California Green Building Standards Code Part 11. Accordingly, the Project will provide 27 EV-capable parking spaces and at least 6 of these will be equipped with EV charging stations at Project opening.
- Signage shall be posted onsite directing truck drivers to use existing City truck routes on Ethanac Road.
- Provide Class II bike lanes on Ethanac Road, within the Project's frontage, per the City's Active Transportation Plan.
- Provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience in compliance with Section 5.106.4 of the California Green Building Standards Code Part 11 and standard City code requirements.

Onsite Equipment and Loading Docks

- The Project owner will inform building operators of existing requirements to turn off equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than 5 minutes. Truck idling shall not exceed 5 minutes in time. All facilities will post signs (both interior and exterior facing signs, including signs directed at all dock and delivery areas) requiring that trucks shall not be left idling for more than 5 minutes pursuant to Title 13 of the California Code of Regulations, Section 2485, which limits idle times to not more than five minutes and to report violations to the California Air Resources Board, the South Coast Air Quality Management District, and the building manager.
- Service equipment (i.e., yard trucks and forklifts) used within the site shall be electric or powered by other alternative fuels.

Construction

- Require Construction Equipment to Turn Off When Not in Use per Title 13 of the California Code of Regulations, Section 2449.
- Use regionally produced and/or manufactured building materials, where feasible, for Project construction.
- Use "green" building materials where feasible, such as those materials that are resource efficient and recycled and manufactured in an environmentally friendly way.

The Project also includes design features that comply with applicable guidelines from the City of Perris Good Neighbor Guidelines that include, but are not limited to, LEED Silver Certification, installation of solar panels, EV charging stations and infrastructure, idling limitations, Zero Emission (ZE) on-site operating equipment, and cleaner construction equipment. The full list is included in *Section 3.9.1 – City of Perris Good Neighbor Guidelines* of the Project Description of this Draft EIR.

5.3.6 Methodology

The information contained in the *Energy Analysis* utilizes the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.18 outputs from *Appendices 4.1* and *4.2* of the *Air Quality Impact Analysis*, which details Project related construction equipment, transportation energy demands, and facility energy demands. (URBAN-C, p. 23). Based on information provided by the Project applicant, no natural gas would be used as a result of the Project so natural gas is not considered within the analysis. (URBAN-C, p. 14)

California Emissions Estimator Model

In August 2023, the California Air Pollution Control Officers Association, in conjunction with the South Coast AQMD and other California air districts, released the latest version of CalEEMod version 2022.1.1.18. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources as well as energy usage. Accordingly, the latest version of CalEEMod has been used to determine the proposed Project's anticipated transportation and facility energy demands. (URBAN-C, p. 23)

Emissions Factors Model

On May 2, 2022, the U.S. Environmental Protection Agency approved the 2021 version of the EMissions FACtor model (EMFAC2021) web database for use in State Implementation Plan and transportation conformity analyses. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources. The *Energy Analysis* prepared for this Project found in Appendix B.4 of this Draft EIR, utilizes the different fuel types for each vehicle class from the annual EMFAC2021 emission inventory in order to derive the average vehicle fuel economy which is then used to determine the estimated annual fuel consumption associated with vehicle usage during Project construction and operational activities. For purposes of analysis, the 2024 and 2025 analysis years were utilized to determine the average vehicle fuel economy used throughout the duration of the Project. Outputs from the EMFAC2021 model run are provided within *Appendix 4.3* of the *EA*, included as Appendix B.4 to this Draft EIR. (URBAN-C, p. 23)

5.3.7 Environmental Impacts

Threshold A: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The Project would result in the demand for energy resources during both construction and long-term operation, as discussed below. A summary of the Project's potential construction and operational energy consumption evaluated within the *Energy Analysis* prepared for this Project is provided below.

Construction Energy Demands

Construction Power Cost

Based on the 2023 National Construction Estimator, the typical power cost per 1,000 square feet of construction per month is estimated to be $2.50. For the purposes of this analysis, construction of Project is expected to commence in April 2024 and would last through March 2025. The total Project construction power costs is the summation of the products of the area (square footage) by the construction duration and the typical power cost. The total power cost of the on-site electricity usage during the construction of the Project is estimated to be approximately $23,778.56. As of January 1, 2023, SCE's general service rate is $0.13 per kilowatt hours of electricity for industrial services. the total electricity usage from on-site Project construction related activities is estimated to be approximately188,794 kilowatt hours. (URBAN-C, pp. 24-25)

Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction (URBAN-C, p. 25). Project construction activity timeline estimates, construction equipment schedules, equipment power ratings, load factors, and associated fuel consumption estimates are provided within the *EA*. Each piece of equipment was assumed to operate up to a total of eight (8) hours per day. The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hour per gallon (hp-hr-gal), obtained from CARB 2018 Emissions Factors Tables and cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines. For the purposes of this analysis, the calculations are based on all construction equipment being diesel-powered, which is consistent with industry standards. (URBAN-C, p. 26). Diesel fuel would be supplied by existing commercial fuel providers serving the Project area and region (URBAN-C, p. 28).

Project construction activities would consume an estimated 58,041 gallons of diesel fuel. Project construction would represent a "single-event" diesel fuel demand and would not require ongoing or permanent commitment of diesel fuel resources for this purpose. (URBAN-C, p. 28)

Construction Worker Fuel Estimates

With respect to estimated VMT for the Project, the construction worker trips (personal vehicles used by workers commuting to the Project from home) would generate an estimated 727,050 VMT during the 11 months of construction. Data regarding Project related construction worker trips were based on CalEEMod defaults utilized within the *Air Quality Impact Analysis*. (URBAN-C, p. 28) It is estimated that approximately 26,132 gallons of fuel would be consumed annually related to construction workers trips during full construction of the Project. It should be noted that construction worker trips would represent a "single-event" gasoline fuel demand and would not require ongoing or permanent commitment of fuel resources for this purpose. (URBAN-C, p. 29)

Construction Vendor/Hauling Fuel Estimates

With respect to estimated VMT, the construction vendor trips (vehicles that deliver materials to the site during construction) would generate an estimated 253,704 VMT along area roadways for the Project over the duration of construction activity. It is assumed that 50 percent of all vendor trips are from medium-heavy duty trucks, 50 percent of all vendor trips are from heavy-heavy duty trucks, and 100 percent of all hauling trips are from heavy-heavy duty trucks. These assumptions are consistent with the CalEEMod defaults utilized within the within the *Air Quality Impact Analysis*. Vehicle fuel efficiencies for medium-heavy duty trucks and heavy-heavy duty trucks were estimated using information generated within EMFAC2021. EMFAC2021 was run for the medium-heavy duty truck and heavy-heavy duty trucks vehicle classes within the California sub-area for the 2024 and 2025 calendar years. It is estimated that

38,491 gallons of fuel will be consumed related to construction vendor trips during full construction of the Project. It should be noted that Project construction vendor trips would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose. (URBAN- C, p. 30)

Construction Energy Efficiency/ Conservation Measures
The equipment used for Project construction would conform to CARB regulations and California emissions standards. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in the construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel. (URBAN-C, p. 31)

The Project would utilize construction contractors which practice compliance with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption. (URBAN-C, p. 31)

Additional construction-source energy efficiencies would occur due to required California regulations and best available control measures. For example, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Section 2449(d)(3) requires that grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling. In this manner, construction equipment operators are required to be informed that engines are to be turned off at or prior to five minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints. (URBAN-C, p. 31). Lastly, the Project would comply with the City of Perris Good Neighbor Guidelines and implement measures that would help reduce construction-related energy usage.

In general, construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing, and refinement. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations. (URBAN-C, p. 31)

Operational Energy Demands
Energy consumption in support of or related to Project operations would include transportation fuel demands (fuel consumed by passenger car and truck vehicles accessing the Project site), fuel demands from operational equipment, and facilities energy demands (energy consumed by building operations and site maintenance activities). (URBAN-C, pp. 31-32)

Transportation Fuel Demands
Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the Project site. The VMT per vehicle class can be determined by evaluating the vehicle fleet mix and the total VMT. As with worker and vendors trips, operational vehicle fuel efficiencies were estimated using information generated within EMFAC2021 developed by CARB. EMFAC2021 was run for the Riverside County area for the 2025 calendar year. Data from EMFAC2021 available with in *Appendix 4.3* of the *EA*. (URBAN-C, p. 32)

In order to account for the possibility of refrigerated uses (cold storage), it is assumed that all trucks accessing this land use are presumed to also have transport refrigeration units (TRUs). As such, for modeling purposes, 38 trucks are assumed to be trucks with TRUs. TRUs are also accounted for during on-site and off-site travel. The TRU calculations are based on EMFAC2021. (URBAN-C, p. 32)

As summarized on **Table 5.3-B, Total Project-Generated Traffic Annual Fuel Consumption** below, the Project would result in a 3,118,443 annual VMT and an estimated annual fuel consumption of 226,134 gallons of fuel. (URBAN-C, p. 32)

Table 5.3-B, Total Project-Generated Traffic Annual Fuel Consumption

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption (gallons)
Light Duty Autos	32.49	1,173,986	36,133
Light-Duty Trucks 1	25.14	92,448	3,677
Light-Duty Trucks 2	25.29	475,946	18,819
Medium-Duty Vehicles	15.75	377,624	23,974
Motorcycles	15.75	55,252	3,508
Light-Heavy Duty Trucks 1	16.52	169,350	10,252
Light-Heavy Duty Trucks 2	15.75	48,120	3,055
Medium-Heavy Duty Trucks	8.58	174,450	20,330
Heavy-Heavy Duty Trucks	6.22	551,268	88,662
Transport Refrigeration Units			17,724
Total (All Vehicles)		**3,118,443**	**226,134**
Source: URBAN-C, Table 4-9			

On-Site Cargo Handling Equipment Fuel Demands
It is common for industrial buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. For the purposes of this Project, two 175 horsepower, natural gas-powered cargo handling equipment-port tractor operating 4 hours a day for 365 days of the year were analyzed. (URBAN-C, pp.–32 - 33)

Project operational activity estimates and associated fuel consumption estimates are based on the annual EMFAC2021 off-road emissions for the 2025 operational year and was used to derive the total

annual fuel consumption associated with on-site equipment. The Project's on-site equipment would consume an estimated 9,284 gallons of natural gas. (URBAN-C, p. 33)

Emergency Engine Fuel Demands
It is anticipated that the Project would utilize a 197 horsepower diesel-powered emergency fire water pump and a 762 horsepower diesel-powered emergency backup generator for the potential cold storage use. For analytical purposes, it is anticipated that the fire pump and emergency generator would each operate for a maximum time of 0.5 hour per day and 26 hours per year for maintenance and testing purposes. Emergency engine operation for maintenance and testing purposes would consume an estimated 939 gallons of diesel fuel per year. (URBAN-C, p.33)

Facility Energy Demands
Project building operations activities would result in the consumption of electricity, which would be supplied to the Project by SCE. Annual electricity and water demands of the Project are summarized in **Table 5.3-C, Project Annual Operational Energy Demand Summary** below. As stated in *Section 5.3.6 – Methodology* above, the Project would not utilize natural gas for the building envelope. As such, natural gas consumption was not analyzed in the Project's Energy Analysis. (URBAN-C, p. 33)

Table 5.3-C, Project Annual Operational Energy Demand Summary

Land Use	Electricity Demand (kWh/year)
High-Cube Transload Warehouse	1,667,763
High-Cube Cold Storage Warehouse	1,093,477
Water-Related Energy Demand	665,929,
Parking	91,962
Total Project Energy Demand	**3,519,131**
Source: URBAN-C, Table 4-11	

Operation Energy Efficiency/Conservation Measures
Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent state and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards; and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, CALGreen) (URBAN-C, p. 34). The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other industrial uses of similar scale and configuration. (URBAN-C, p. 37)

Furthermore, the Project would comply with the City of Perris Good Neighbor Guidelines and implement measures that would help reduce operational-related energy usage.

Project annual fuel consumption estimates presented in **Table 5.3-B** above, represent likely potential maximums that would occur for the Project. Under subsequent future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient

vehicles are removed from circulation, and in response to fuel economy and emissions standards imposed on newer vehicles entering the circulation system. (URBAN-C, p. 34)

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. The location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. (URBAN-C, p. 34). The Project's improvements include streets and sidewalk facilities; (Ethanac Road, Sherman Road and Trumble Road) to facilitate and encourage pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In compliance with the CALGreen Code and City requirements, the Project would promote the use of bicycles as an alternative means of transportation by providing short-term and/or long-term bicycle parking accommodations. As discussed in *Section 5.9 – Transportation* of this Draft EIR, the Project would include TDM strategies for inclusion of pedestrian network improvements and a voluntary Commute Trip Reduction program. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Conclusion
Through implementation of PDFs and the City of Perris Good Neighbor Guidelines, the Project would meet or exceed all applicable standards under California's Green Building Code (CALGreen) and the Building Energy Efficiency Standards contained in Title 24. As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. The energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. Hence, the Project would not cause or result in the need for additional energy producing or transmission facilities and would not cause or result in the need for additional energy producing or transmission facilities. Further, the Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. Thus, the Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during Project construction or operation. Therefore, impacts would be **less than significant**.

Threshold B: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As stated in Threshold A above, the proposed Project would comply with current CALGreen Code requirements and Building Energy Efficiency Standards, in addition to implementing PDFs and applicable City of Perris Good Neighbor Guidelines as described in *Section 5.3.5 – Project Design Features* above. The discussion below demonstrates how the Project would not conflict with or obstruct State or local plans related to energy conservation.

California State Plan
The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access and takes advantage of existing infrastructure systems. As such. the Project supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with or obstruct, implementation of the State of California Energy Plan. (URBAN-C, p. 40)

CAP
The Project is subject to the Perris Climate Action Plan, which is intended to reduce energy consumption through increasing energy efficiency and using alternative sustainable sources of energy. The Project does not conflict with any applicable Climate Action Plan measures. (URBAN-C, p. 41)

ISTEA
Transportation and access to the Project site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because SCAG is not planning for intermodal facilities on or through the Project site. (URBAN-C, p. 39)

Senate Bill 350
The proposed Project would use energy from SCE, who have committed to diversification of their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption. (URBAN-C, p. 40)

TEA-21
The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21. (URBAN-C, p. 39)

Title 24
The 2022 version of Title 24 was adopted by the CEC and became effective on January 1, 2023. Title 24 is a comprehensive and uniform regulatory code for all buildings that address building energy efficiency in Part 6 and green building standards in Part 11. As the Project building construction is anticipated in 2024, it is presumed that the Project would be required to comply with the Title 24 standards in place at that time plan check submittal are made. Accordingly, the Project would be subject to Title 24 standards. and would not result in a significant impact on energy resources. (URBAN-C, p. 40)

Conclusion
Based on the preceding analysis, the Project would not conflict with or obstruct any adopted State or local plans for renewable energy or energy efficiency. (URBAN-C, p. 40) Therefore, impacts would be **less than significant**.

5.3.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4). Mitigation measures were evaluated for their ability to reduce or eliminate impacts. As all potential impacts related to energy would be **less than significant**, no mitigation measures are required.

5.3.9 Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

Project-specific environmental effects would be less than significant for energy resources, and no mitigation measures are required.

5.4 Geology and Soils

The focus of this section is to analyze potential impacts related to geology and soils. The following discussion addresses the potential for adverse impacts that could result from the construction and operation of the Project. Cumulative impacts are discussed in *Section 7.0 – Other CEQA Topics*.

The analysis in this section is based on the *Paleontological Resource Assessment for the Hillwood-Ethanac and Trumble Road Warehouse Project, City of Perris, Riverside County, California* prepared by PaleoWest LLC dated June 27, 2022 (PW-B). The *Paleontological Resource Assessment* is included as Appendix D of this Draft EIR.

5.4.1 Setting

Regional Geologic Setting

The Project vicinity is in the Peninsular Ranges geomorphic province which are a northwest-southwest oriented complex of blocks that extend 125 miles from the Transverse Ranges and Los Angeles Basin to the tip of Baja California. These ranges are bounded to the easy by the Colorado Desert. The Project site is on the Perris Block unit between the Elsinore and San Jacinto fault zones. More specifically, the Project area is within the Santa Ana Mountains within the Peninsular Ranges. The Santa Ana mountains are comprised of igneous and metasedimentary rocks with an alluvial apron of Quaternary alluvial fan and plain deposits (PW-B, p. 7).

Local Geologic Setting

The Project site and offsite areas are underlain by Quaternary old alluvial deposits (Qof_a), which were deposited during the late to middle Pleistocene and are and are composed of indurated, reddish-brown arkosic sands and gravels that are commonly slightly dissected. Quaternary sedimentary deposits have yielded significant paleontological resources throughout the inland valleys of southern California. Fossil localities such as *Mammuthus sp*. (mammoth), *Smilodon sp*. (sabretoothed cat), *Equus sp.* (extinct horse), *Bison sp. cf. B.* antiquus (bison), and numerous small mammals, reptiles, invertebrates, and plants have been previously mapped in similar Pleistocene localities across Southern California. (PW-B, pp.7-9).

Per the Perris General Plan Conservation Element, the Project site is located in a paleontologically sensitive area. Specifically, the Project site is located in the High Sensitivity Zone (Area 2), which is characterized by Pleistocene older fan deposits (GP, Exhibit CN-7: Paleontological Sensitivity).

5.4.2 Related Regulations

Federal Regulations

Antiquities Act of 1906

The only federal law protecting fossil resources on public lands is the Antiquities Act of 1906 (16 United States Code [U.S.C.] §§ 431 to433). Enacted when Theodore Roosevelt was president, the Antiquities Act was designed to protect nonrenewable fossil and cultural resources from indiscriminate collecting. Specific paleontological sites can be protected under the National Registry of Natural Landmarks (16 U.S.C. §§ 461 to467), and at least three paleontological Landmarks are known in California. The National Environmental Policy Act (NEPA) (42 U.S.C. § 4321) directs Federal agencies to use all practicable means to "…preserve important historic, cultural, and natural aspects of our national heritage…" It must

be noted that Section 106 of the National Historic Preservation Act does not apply to paleontological resources unless they are found in culturally related contexts.

State Regulations

California Public Resources Code Section 5097.5

California Public Resources Code Section 5097.5 protects, among other things, paleontological sites on State lands. Sections 4306 and 4309 of the California Administrative Code establish authority and processes to protect paleontological resources while allowing mitigation through the permit process. Potential impacts to paleontological resources must be assessed for any project subject to review under CEQA.

Paleontological Resources

Paleontological resources cannot be replaced once they are destroyed. Therefore, paleontological resources are considered nonrenewable scientific resources and are protected under CEQA. According to Appendix G of the State *CEQA Guidelines*, a project could have a significant effect if it would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. In order to determine the uniqueness of a given paleontological resource, it must first be identified or recovered (i.e., salvaged). Therefore, mitigation of adverse impacts to paleontological resources is mandated by CEQA.

Subdivision Map Act

The Subdivision Map Act establishes statewide uniformity in local subdivision procedures. It requires soil and geotechnical investigations and gives cities and counties the authority to regulate the design and improvement of subdivisions, require dedications of public improvements or related impacts fees, and require compliance with the objectives and policies of their applicable general plan, including identifying hazard zones (e.g., seismic, fire, flood). Under this act, cities and counties have the authority to approve and design street alignments, grades and widths, drainage and sanitary facilities, lot size and configuration, traffic access and other measures, “as may be necessary or convenient to insure consistency with, or implementation of, the general plan or any applicable specific plan.” Accordingly, these regulatory powers are the basis by which counties and cities promote and implement the various policies and procedures outlined in their applicable general plan.

Regional Regulations

Local Regulations

City of Perris Comprehensive General Plan 2030

The City of Perris General Plan contains goals, policies, and implementation measures that are considered applicable to the proposed Project, as identified below (GP CE, p. 47)

Conservation Element

Goal IV	Protection of historical, archeological, and paleontological sites.
Policy IV.A	Comply with state and federal regulations and ensure preservation of significant historical, archaeological, and paleontological resources.
Measure IV.A.4	In Area 1 and Area 2 shown on the Paleontological Sensitivity Map, palaeontologic monitoring of all projects requiring subsurface excavations will be required once any excavation begins. In Areas 4 and 5, palaeontologic monitoring will be

required once subsurface excavations reach five feet in depth, with monitoring levels reduced if appropriate, at the discretion of a certified Project Paleontologist.

By incorporating mitigation measure **MM GEO-2,** below the Project would comply with Measure IV.A.4.

City of Perris General Plan EIR
There are no applicable mitigation measures from the EIR for the Perris Comprehensive General Plan 2030 that pertain to geology and soils.

City of Perris Municipal Code
There are no applicable sections from the City's Municipal Code that pertain to geology and soils.

5.4.3 Comments Received in Response to the Notice of Preparation and Draft EIR Scoping Meeting

No comments were received regarding geology and soils in response to the Notice of Preparation. In addition, no written or verbal comments pertaining to geology and soils were provided at the October 18, 2023 Draft EIR public scoping meeting.

5.4.4 Thresholds of Significance

The City of Perris has not established local CEQA significance thresholds and instead, defers to the thresholds of significance identified in Appendix G to the State *CEQA Guidelines*. Impacts related to this Project may be considered potentially significant if:

- The proposed Project would directly or indirectly destroy a unique paleontological resources or site or unique geologic feature.

5.4.5 Project Design Features

There are no Project Design Features that pertain to geology and soils as it relates to paleontological resources.

5.4.6 Methodology

The *Paleontological Resource Assessment* prepared for the Project site included review of geologic maps, paleontological literature of the Project vicinity and a fossil locality records search conducted by Western Science Center.

Paleontological Sensitivity
Thresholds for the paleontological resource potential were determined by Society of Vertebrate Paleontology 2010 guidelines. Although these standards were written specifically for vertebrate paleontological resources, all fields of paleontology have adopted these guidelines. The following guidelines were used as the thresholds of significance in this Project (PW-B, p. 6):

- **High Potential Sensitivity:** Rock units from which significant vertebrate or significant invertebrate fossils or significant suites of plant fossils have been recovered have a high potential for containing significant non-renewable fossiliferous resources. These units include

but are not limited to sedimentary formations and some volcanic formations which contain significant nonrenewable resources.

- **Low Potential Sensitivity:** Sedimentary rock units that are potentially fossiliferous but have not yielded fossils in the past or contain common and/or widespread invertebrate fossils of well documented and understood taphonomic, phylogenetic species and habitat ecology. Reports in paleontological literature or field surveys by a qualified vertebrate paleontologist may allow determination that some areas or units have low potentials for yielding significant fossils prior to the start of construction. Generally, these units will be poorly represented by specimens in institutional collections and will not require protection or salvage operations. However, as excavation for construction gets underway it is possible that significant and unanticipated paleontological resources might be encountered and require a change of classification from Low to High Potential and, thus, require monitoring and mitigation if the resources are found to be significant.
- **Undetermined Potential Sensitivity:** Specific areas underlain by sedimentary rock units for which little information is available have undetermined fossiliferous potentials. Field surveys by a qualified vertebrate paleontologist to specifically determine the potentials of the rock units are required before programs of impact mitigation for such areas may be developed.
- **No Potential:** Rock units of metamorphic or igneous origin are commonly classified as having no potential for containing significant paleontological resources.

5.4.7 Environmental Impacts

Threshold A: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The *Paleontological Resource Assessment* conducted a records search by the Western Science Center which did not produce any fossil localities from within the Project site or offsite areas or from the same geologic unit within five miles. Nonetheless, significant fossil localities were mapped in similar Pleistocene localities across Southern California. Fossil discoveries during construction at the Project site or offsites would be considered significant scientific value. (PW-B, p. 9)

The *Paleontological Resource Assessment* used the Society of Vertebrate Paleontology 2010 guidelines as a classification system for determining paleontological sensitivity. Using this system, the sensitivity of the geologic units was determined by the relative abundances and risk of adverse impacts to invertebrate fossils and significant vertebrates and plants. The Project site and offsite areas are composed of sedimentary alluvial deposits (Qof) from middle to late Pleistocene in age at the surface. Which per the Society of Vertebrate Paleontology 2010 guidelines, the Pleistocene-age sediments would have a high sensitivity for paleontological resources. In addition, the presence of nearby significant Pleistocene vertebrate localities suggests that sediments in the Project site and offsites have the potential to yield significant fossil material and Project related ground disturbance is likely to impact paleontological resources (PW-B, p. 9). Additionally, the Perris GP 2030 Exhibit CN-7: Paleontological Sensitivity illustrates that the Project site lies within Area 2 which has high sensitivity for Pleistocene older fan deposits. (GP CE, p. 27).

Hence, the Project's potential to result in impacts to paleontological resources is directly proportional to the amount of ground disturbances within geological deposits with known paleontological sensitivity. The Project entails ground disturbance of up to a depth of 15 feet within the Project site and proposed road-widening and utility improvements within the adjacent roadways and offsite areas may disturb

depths up to 9 feet below grade. Due to the presence of Pleistocene deposits at the surface, and potentially depth ground disturbance, Project-related construction activity has the potential to result in impacts to paleontological resources. (PW-B, p. 9)

However, implementation of mitigation measures **MM GEO-1** and **MM GEO-2**, would require awareness training of all field personnel as to the potential for paleontological resources, require monitoring, and a recovery program should any inadvertent finds be discovered during ground disturbing activities. Compliance with mitigation measures **MM GEO-1** and **MM GEO-2** would reduce potential impacts. Thus, within incorporation of mitigation measures, the Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Therefore, potential impacts would be **less than significant with mitigation incorporated.**

5.4.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impact to paleontological resources. The following mitigation measures shall be implemented to eliminate or reduce potentially significant impacts to unknown paleontological resources to below the level of significance.

MM GEO-1 **Worker's Environmental Awareness Program (WEAP).** Prior to the start of the proposed Project activities, all field personnel will receive a worker's environmental awareness training on paleontological resources. The training will provide a description of the laws and ordinances protecting fossil resources, the types of fossil resources that may be encountered in the Project area and offsite, the role of the Paleontological Monitor, outline steps to follow if a fossil discovery is made and provide contact information for the Project Paleontologist. The training shall be developed by the Project Paleontologist and can be delivered concurrent with other training including cultural, biological, safety, et cetera.

MM GEO-2 **Paleontological Mitigation Monitoring.** Prior to the issuance of grading permits, the project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any project-related subsurface excavations. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the project site or within the off-site project improvement areas until the paleontologist has been approved by the City.

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

Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified

and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.

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

5.4.9 Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

The proposed mitigation measures would ensure that any unknown paleontological resources that are discovered during development of the proposed Project site are protected, evaluated, and recovered as determined by the appropriate qualified expert. With implementation of mitigation measures **MM GEO-1** and **MM GEO-2,** potential impacts to unknown potentially significant paleontological resources would be **less than significant**.

5.5 Greenhouse Gas Emissions

The focus of this section is to analyze potential impacts related to greenhouse gas (GHG) emissions. The following discussion addresses the potential for adverse impacts that could result from the construction and operation of the Project. Cumulative impacts are discussed in *Section 7.0 – Other CEQA Topics*.

The analysis in this section is based on the *Hillwood Ethanac Greenhouse Gas Analysis, City of Perris* prepared by Urban Crossroads dated December 11, 2023 (URBAN-D). The *Greenhouse Gas Analysis* is included as Appendix B.3 of this Draft EIR.

5.5.1 Setting

Global Climate Change and Greenhouse Gases

Global climate change is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that global climate change is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. The majority of scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years.

Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, carbon dioxide, nitrous oxide, methane, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radiative heat from escaping, thus warming the earth's atmosphere. Global climate change can occur naturally as it has in the past with the previous ice ages. (URBAN-D, p. 7).

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. Without the natural GHG effect, the earth's average temperature would be approximately 61 degrees Fahrenheit (°F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature. (URBAN-D, p. 7).

The effects of climate change in California related to public health, water resources, agriculture, forests, and landscapes, rising sea levels, and human health are described in the *Greenhouse Gas Analysis – Section 2.6*.

Greenhouse Gases

GHGs trap heat in the atmosphere, creating a GHG effect that results in global warming and climate change. Many gases demonstrate these properties and as discussed in **Table 5.5-A, Greenhouse Gases** below. For the purposes of this analysis, emissions of carbon dioxide, methane, and nitrous oxide were evaluated because these gases are the primary contributors to global climate change from development projects. Although there are other substances such as

fluorinated gases that also contribute to global climate change, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

Table 5.5-A, Greenhouse Gases

Description	Sources	Health Effects
Water		
Water is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered to be a result of climate feedback related to the warming of the atmosphere rather than a direct result of industrialization. Climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to 'hold' more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop will continue is unknown as there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the earth's surface and heat it up).	The main source of water vapor is evaporation from the oceans (approximately 85 percent). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.	There are no known direct health effects related to water vapor at this time. It should be noted however that when some pollutants react with water vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through water vapor.
Carbon Dioxide (CO_2)		
Carbon dioxide is an odorless and colorless GHG. Since the industrial revolution began in the mid- 1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data	Carbon dioxide is emitted from natural and manmade sources. Natural sources include: the decomposition of dead	Outdoor levels of carbon dioxide are not high enough to result in negative health effects.

Table 5.5-A, Greenhouse Gases

Description	Sources	Health Effects
from the past 50 years suggests a corollary increase in levels and concentrations. As an example, prior to the industrial revolution, carbon dioxide concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30 percent. Left unchecked, the concentration of carbon dioxide in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources.	organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include: the burning of coal, oil, natural gas, and wood. Carbon dioxide is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks	According to the National Institute for Occupational Safety and Health, high concentrations of carbon dioxide can result in health effects such as: headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. It should be noted that current concentrations of carbon dioxide in the earth's atmosphere are estimated to be approximately 370 ppm, the actual reference exposure level (level at which adverse health effects typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour workweek and short-term reference exposure levels of 30,000 ppm averaged over a 15-minute period.
Methane (CH_4)		
Methane is an extremely effective absorber of radiation, although its atmospheric concentration is less than carbon dioxide and its lifetime in the atmosphere is brief (10-12 years), compared to other GHGs.	Methane in the atmosphere is generated by many different sources, such as fossil fuel production, transport, and use, from the decay of organic matter in wetlands, and as a byproduct of digestion by ruminant animals such as cows.	Methane is an extremely effective absorber of radiation, although its atmospheric concentration is less than carbon dioxide and its lifetime in the atmosphere is brief (10-12 years), compared to other GHGs.
Nitrous Oxide (N_2O)		
Nitrous oxide, also known as laughing gas, is a colorless GHG. Concentrations of nitrous oxide also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb).	Nitrous oxide is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired	Nitrous oxide, also known as laughing gas, is a colorless GHG. Concentrations of nitrous oxide also began to rise at the beginning of the industrial revolution. In 1998, the global

Table 5.5-A, Greenhouse Gases

Description	Sources	Health Effects
	power plants, nylon production, nitric also contribute to its atmospheric load. It is used as an aerosol spray propellant, i.e., in whipped cream bottles. It is also used in potato chip bags to keep chips fresh. It is used in rocket engines and in race cars. Nitrous oxide can be transported into the stratosphere, be deposited on the earth's surface, and be converted to other compounds by chemical reaction	concentration was 314 parts per billion (ppb).
Chlorofluorocarbons (CFCs)		
CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the earth's surface).	CFCs have no natural source. They are found in aerosol sprays, blowing agents for foams and packing materials, as solvents, and as refrigerants.	In confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.
Hydrofluorocarbons (HFCs)		
HFCs are synthetic, manmade chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), Fluoroform (HFC-23), 1,1,1,2-tetrafluoroethane (HFC-134a), and 1,1-difluoroethane (HFC-152a). Prior to 1990, the only significant emissions were of HFC-23. HCF-134a emissions are increasing due to its use as a refrigerant.	HFCs are manmade for applications such as automobile air conditioners and refrigerants.	No health effects are known to result from exposure to HFCs.
Perfluorocarbons (PFCs)		
PFCs have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays, which occur about 60 kilometers above earth's surface, are able to destroy the compounds. Because of this, PFCs have exceptionally long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). The U.S. Environmental Protection Agency (EPA)	The two main sources of PFCs are primary aluminum production and semiconductor manufacture.	No health effects are known to result from exposure to PFCs.

Table 5.5-A, Greenhouse Gases

Description	Sources	Health Effects
estimates that concentrations of CF_4 in the atmosphere are over 70 parts per trillion (ppt).		
Sulfur Hexafluoride		
Sulfur hexafluoride is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest global warming potential of any gas evaluated (23,900). The EPA indicates that concentrations in the 1990s were about 4 ppt.	Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.	In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing.
Nitrogen Trifluoride (NF_3)		
Nitrogen trifluoride is a colorless gas with a distinctly moldy odor. The World Resources Institute indicates that NF_3 has a 100-year global warming potential of 17,200.	Nitrogen trifluoride is used in industrial processes and is produced in the manufacturing of semiconductors, Liquid Crystal Display panels, types of solar panels, and chemical lasers.	Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis.
Source: URBAN-D, Table 2-1		

GHGs have varying global warming potential values. Global warming potential of a GHG indicates the amount of warming a gas cause over a given period of time and represents the potential of a gas to trap heat in the atmosphere. carbon dioxide is utilized as the reference gas for global warming potential, and thus has a global warming potential of 1. Carbon dioxide equivalent (CO_2e) is a term used for describing the difference GHGs in a common unit. CO_2e signifies the amount of carbon dioxide which would have the equivalent global warming potential. The atmospheric lifetime and global warming potential of selected GHGs are summarized in **Table 5.5-B, Global Warming Potential and Atmospheric Lifetime of Select GHGs**, below. As shown, the global warming potential from the Intergovernmental Panel on Climate Change's 2nd Assessment Report range from 1 for carbon dioxide to 23,900 for sulfur hexafluoride and global warming potential for the Intergovernmental Panel on Climate Change's 6th Assessment Report range from 1 for carbon dioxide to 25,200 for sulfur hexafluoride.

Table 5.5-B, Global Warming Potential and Atmospheric Lifetime of Select GHGs

Gas Atmospheric Lifetime	Gas Atmospheric Lifetime	Global Warming Potential (100-year time horizon) Health Effects	
		2nd Assessment Report	6th Assessment Report
Carbon Dioxide	Multiple	1	1
Methane	11.8	21	28
Nitrous Oxide	109	310	273
HFC-23	228	11,700	14,600
HFC-134a	14	1,300	1,526
HFC-152a	1.6	140	164
Sulfur Hexafluoride	3,200	23,900	25,200
Source: URBAN-D, Table 2-2			

Global Climate Change and Greenhouse Gases

Worldwide anthropogenic GHG emissions are tracked by the Intergovernmental Panel on Climate Change for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Human GHG emissions data for Annex I nations are available through 2020. Based on the latest available data, the sum of these emissions totaled approximately 28,026,643 gigagram (Gg) CO_2e as summarized on **Table 5.5-C, Top GHG Producing Countries and the European Union**.

Table 5.5-C, Top GHG Producing Countries and the European Union

Emitting Countries	GHG Emissions (Gg CO_2e)
China	12,300,200
United States	5,981,354
European Union (27-member countries)	3,706,110
India	2,839,420
Russian Federation	2,051,437
Japan	1,148,122
Total	**28,026,643**
Source: URBAN-D, Table 2-3	

California has significantly slowed the rate of growth of GHG emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls but is still a substantial contributor to the United States emissions inventory total. The California Air Resource Board (CARB) compiles GHG inventories for the State of California. Based upon the 2022 GHG inventory data (i.e., the latest year for which data are available) for the 2000- 2020 GHG emissions period, California emitted an average 369.2 million metric tons of CO_2e per year ($MMTCO_2e$/year) or 369,200 Gg CO_2e (6.17 percent of the total US GHG emissions).

5.5.2 Related Regulations

International Regulations

Intergovernmental Panel on Climate Change

In 1988, the United Nations and the World Meteorological Organization established the Intergovernmental Panel on Climate Change to assess the scientific, technical, and socioeconomic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation. (URBAN-D, p. 18).

United Nations's Framework Convention on Climate Change

On March 21, 1994, the US joined a number of countries around the world in signing the Convention. Under the United Nations' Framework Convention on Climate Change (UNFCCC), governments gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change. (URBAN-D, p. 19).

International Climate Change Treaties

The Kyoto Protocol is an international agreement linked to the UNFCCC. The major feature of the Kyoto Protocol is that it sets binding targets for 37 industrialized countries and the European community for reducing GHG emissions at an average of 5 percent against 1990 levels over the five- year period 2008–2012. The Convention (as discussed above) encouraged industrialized countries to stabilize emissions; however, the Protocol commits them to do so. Developed countries have contributed more emissions over the last 150 years; therefore, the Protocol places a heavier burden on developed nations under the principle of "common but differentiated responsibilities. In 2001, President George W. Bush indicated that he would not submit the treaty to the US Senate for ratification, which effectively ended American involvement in the Kyoto Protocol.

Subsequently, parties to the UNFCCC reached a landmark agreement on December 12, 2015, in Paris, charting a fundamentally new course in the two-decade-old global climate effort. Culminating a four-year negotiating round, the new treaty ends the strict differentiation between developed and developing countries that characterized earlier efforts, replacing it with a common framework that commits all countries to put forward their best efforts and to strengthen them in the years ahead. This includes, for the first time, requirements that all parties report regularly on their emissions and implementation efforts and undergo international review.

The agreement and a companion decision by parties were the key outcomes of the conference, known as the 21st session of the UNFCCC Conference of the Parties (COP). Together, the Paris Agreement and the accompanying COP decision reaffirmed goals and obligations, established binding commitments by all parties, and extended mechanisms to address damage from global climate change, among other items.

Following President Biden's day one executive order, the United States officially rejoined the landmark Paris Agreement on February 19, 2021, positioning the country to once again be part of the global climate solution. Meanwhile, city, state, business, and civic leaders across the country and around the world have been ramping up efforts to drive the clean energy advances

needed to meet the goals of the agreement and put the brakes on dangerous climate change. (URBAN-D, pp. 19-20)

Federal Regulations

Supreme Court Ruling in Massachusetts et al. v. Environmental Protection Agency

In Massachusetts v. Environmental Protection Agency 549 US 497 (2007), decided on April 2, 2007, the United States Supreme Court found that four GHGs, including carbon dioxide, are air pollutants subject to regulation under Section 202(a)(1) of the Clean Air Act. The Supreme Court held that the U.S. Environmental Protection Agency (EPA) Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the Clean Air Act:

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs— carbon dioxide, methane, nitrous oxide, HFCs, PFCs, and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations.
- Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to GHG pollution, which threatens public health and welfare.

These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing GHG emissions standards for vehicles, as discussed in the section "Clean Vehicles" below. After a lengthy legal challenge, the Supreme Court declined to review an Appeals Court ruling that upheld the EPA Administrator's findings. (URBAN-D, pp. 20-21).

Clean Vehicles

Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the US. On April 1, 2010, the EPA, and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced a joint final rule establishing a national program that would reduce GHG emissions and improve fuel economy for new cars and trucks sold in the US. (URBAN-D, p. 21).

The first phase of the national program applies to passenger cars, light-duty trucks, and medium- duty passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon if the automobile industry were to meet this carbon dioxide level solely through fuel economy improvements. Together, these standards would cut carbon dioxide emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012–2016). The EPA and the NHTSA issued final rules on a second-phase joint rulemaking establishing national standards for light-duty vehicles for model years 2017 through 2025 in August 2012. The new standards for model years 2017 through 2025 apply to passenger cars, light-duty trucks, and medium- duty passenger vehicles. The final standards are projected to result in an average industry fleetwide level of 163 grams/mile of carbon dioxide in model year 2025, which

is equivalent to 54.5 miles per gallon if achieved exclusively through fuel economy improvements. (URBAN-D, p. 21).

The EPA and the US Department of Transportation issued final rules for the first national standards to reduce GHG emissions and improve fuel efficiency of heavy-duty trucks and buses on September 15, 2011, effective November 14, 2011. For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20 percent reduction in carbon dioxide emissions and fuel consumption by the 2018 model year. For heavy-duty trucks and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10 percent reduction for gasoline vehicles and a 15 percent reduction for diesel vehicles by the 2018 model year (12 and 17% respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles, the engine and vehicle standards would achieve up to a 10 percent reduction in fuel consumption and carbon dioxide emissions from the 2014 to 2018 model years. (URBAN-D, pp. 21-22).

On April 2, 2018, the EPA signed the Mid-term Evaluation Final Determination, which declared that the model year (MY) 2022-2025 GHG standards are not appropriate and should be revised. This Final Determination serves to initiate a notice to further consider appropriate standards for model years 2022- 2025 light-duty vehicles. On August 2, 2018, the NHTSA in conjunction with the EPA, released a notice of proposed rulemaking, the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks* (SAFE Vehicles Rule). The SAFE Vehicles Rule was proposed to amend existing Corporate Average Fuel Economy (CAFE) and tailpipe carbon dioxide standards for passenger cars and light trucks and to establish new standards covering model years 2021 through 2026. On March 31, 2020, the NHTSA and EPA finalized the SAFE Vehicle Rule which increased stringency of CAFE and carbon dioxide emissions standards by 1.5 percent each year through model year 2026. On December 21, 2021, after reviewing all the public comments submitted on NHTSA's April 2021 Notice of Proposed Rulemaking, NHTSA finalizes the CAFE Preemption rulemaking to withdraw its portions of the so-called SAFE I Rule. The final rule concludes that the SAFE I Rule overstepped the agency's legal authority and established overly broad prohibitions that did not account for a variety of important state and local interests. The final rule ensures that the SAFE I Rule will no longer form an improper barrier to states exploring creative solutions to address their local communities' environmental and public health challenges. (URBAN-D, pp. 22).

On March 31, 2022, NHTSA finalized CAFE standards for model years 2024-2026. The standards for passenger cars and light trucks for model years 2024-2025 increased at a rate of 8 percent per year and then increased at a rate of 10 percent per year for model years 2026 vehicles. NHTSA currently projects that the revised standards would require an industry fleet-wide average of roughly 49 miles per gallon in model years 2026 and would reduce average fuel outlays over the lifetimes of affected vehicles that provide consumers hundreds of dollars in net savings. These standards are directly responsive to the agency's statutory mandate to improve energy conservation and reduce the nation's energy dependence on foreign sources. (URBAN-D, pp. 22)

Mandatory Reporting of GHGs

The Consolidated Appropriations Act of 2008, passed in December 2007, requires the establishment of mandatory GHG reporting requirements. On September 22, 2009, the EPA

issued the Final Mandatory Reporting of GHGs Rule, which became effective January 1, 2010. The rule requires reporting of GHG emissions from large sources and suppliers in the US and is intended to collect accurate and timely emissions data to inform future policy decisions. Under the rule, suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons per year (MT/year) or more of GHG emissions are required to submit annual reports to the EPA. (URBAN-D, p. 22).

New Source Review

The EPA issued a final rule on May 13, 2010, that establishes thresholds for GHGs that define when permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities. This final rule "tailors" the requirements of these Clean Air Act permitting programs to limit which facilities would be required to obtain Prevention of Significant Deterioration and Title V permits. The EPA estimates that facilities responsible for nearly 70 percent of the national GHG emissions from stationary sources would be subject to permitting requirements under this rule. This includes the nation's largest GHG emitters—power plants, refineries, and cement production facilities. (URBAN-D, pp. 22-23).

EPA SmartWay Program

The SmartWay Program is a public-private initiative between the EPA, large and small trucking companies, rail carriers, logistics companies, commercial manufacturers, retailers, and other federal and state agencies. Its purpose is to improve fuel efficiency and the environmental performance (reduction of both GHG emissions and air pollution) of the goods movement supply chains. SmartWay is comprised of four components:

1. SmartWay Transport Partnership: A partnership in which freight carriers and shippers commit to benchmark operations, track fuel consumption, and improve performance annually.
2. SmartWay Technology Program: A testing, verification, and designation program to help freight companies identify equipment, technologies, and strategies that save fuel and lower emissions.
3. SmartWay Vehicles: A program that ranks light-duty cars and small trucks and identifies superior environmental performers with the SmartWay logo.
4. SmartWay International Interests: Guidance and resources for countries seeking to develop freight sustainability programs modeled after SmartWay.

SmartWay effectively refers to requirements geared towards reducing fuel consumption. Most large trucking fleets driving newer vehicles are compliant with SmartWay design requirements. Moreover, over time, all heavy-duty trucks would have to comply with the CARB GHG Regulation that is designed with the SmartWay Program in mind, to reduce GHG emissions by making them more fuel-efficient. For instance, in 2015, 53-foot or longer dry vans or refrigerated trailers equipped with a combination of SmartWay-verified low-rolling resistance tires and SmartWay-verified aerodynamic devices would obtain a total of 10 percent or more fuel savings over traditional trailers.

Through the SmartWay Technology Program, the EPA has evaluated the fuel saving benefits of various devices through grants, cooperative agreements, emissions, and fuel economy testing,

demonstration projects and technical literature review. As a result, the EPA has determined the multiple types of technologies that provide fuel saving and/or emission reducing benefits when used properly in their designed applications and has verified certain products. (URBAN-D, pp. 24-25).

Executive Order 13990

On January 20, 2021, Federal agencies were directed to immediately review, and take action to address, Federal regulations promulgated and other actions taken during the last 4 years that conflict with national objectives to improve public health and the environment; ensure access to clean air and water; limit exposure to dangerous chemicals and pesticides; hold polluters accountable, including those who disproportionately harm communities of color and low-income communities; reduce GHG emissions; bolster resilience to the impacts of climate change; restore and expand our national treasures and monuments; and prioritize both environmental justice and employment. (URBAND-D, p. 25).

State Regulations

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 Assembly Bill (AB) 32, was specifically enacted to address GHG emissions. Other legislation such as California Code of Regulations (CCR) Title 20 and Title 24 energy standards were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

California Air Resource Board – 2017 Scoping Plan

In November 2017, CARB released the Final 2017 Scoping Plan Update (2017 Scoping Plan), which identifies the State's post-2020 reduction strategy. The 2017 Scoping Plan reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by Senate Bill (SB) 32. Key programs that the 2017 Scoping Plan builds upon include the Cap-and-Trade Regulation, the Low Carbon Fuel Standard (LCFS), and much cleaner cars, trucks, and freight movement, utilizing cleaner, renewable energy, and strategies to reduce methane emissions from agricultural and other wastes.

The 2017 Scoping Plan established a new emissions limit of 260 $MMTCO_2e$ for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

California's climate strategy would require contributions from all sectors of the economy, including the land base, and would include enhanced focus on zero and near-zero emission (ZE/NZE) vehicle technologies; continued investment in renewables, including solar roofs, wind, and other distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (methane, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conservation of agricultural and other lands. Requirements for direct GHG reductions at refineries would further support air quality co-benefits in neighborhoods, including in disadvantaged communities historically located adjacent to these large stationary sources, as well as efforts with California's local air pollution control and air quality management districts (air districts) to tighten emission limits on a broad spectrum of industrial sources. (URBAN-D, pp. 28-30)

California Air Resource Board - 2022 Scoping Plan

On December 15, 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan). The 2022 Scoping Plan builds on the 2017 Scoping Plan as well as the requirements set forth by AB 1279, which directs the state to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85 percent below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to "deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor." 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 consistent with CEQA Guidelines section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation - the regulations that will impact this sector are adopted and enforced by CARB on vehicle manufacturers and outside the jurisdiction and control of local governments. As stated in the 2022 Scoping Plan's executive summary:

> "The major element of this unprecedented transformation is the aggressive reduction of fossil fuels wherever they are currently used in California, building on and accelerating carbon reduction programs that have been in place for a decade and a half. That means rapidly moving to zero-emission transportation; electrifying the cars, buses, trains, and trucks that now constitute California's single largest source of planet-warming pollution."
>
> "[A]pproval of this plan catalyzes a number of efforts, including the development of new regulations as well as amendments to strengthen regulations and programs already in place, not just at CARB but across state agencies."

Under the 2022 Scoping Plan, the State will lead efforts to meet the 2045 carbon neutrality goal through implementation of the following objectives:

- Reimagine roadway projects that increase vehicle miles traveled (VMT) in a way that meets community needs and reduces the need to drive.
- Double local transit capacity and service frequencies by 2030
- Complete the High-Speed Rail (HSR) System and other elements of the intercity rail network by 2040.
- Expand and complete planned networks of high-quality active transportation infrastructure.
- Increase availability and affordability of bikes, e-bikes, scooters, and other alternatives to light- duty vehicles, prioritizing needs of underserved communities.
- Shift revenue generation for transportation projects away from the gas tax into more durable sources by 2030.
- Authorize and implement roadway pricing strategies and reallocate revenues to equitably improve transit, bicycling, and other sustainable transportation choices.

- Prioritize addressing key transit bottlenecks and other infrastructure investments to improve transit operational efficiency over investments that increase VMT.
- Develop and implement a statewide transportation demand management (TDM) framework with VMT mitigation requirements for large employers and large developments.
- Prevent uncontrolled growth of autonomous vehicle (AV) VMT, particularly zero-passenger miles.
- Channel new mobility services towards pooled use models, transit complementarity, and lower VMT outcomes.
- Establish an integrated statewide system for trip planning, booking, payment, and user accounts that enables efficient and equitable multimodal systems.
- Provide financial support for low-income and disadvantaged Californians' use of transit and new mobility services.
- Expand universal design features for new mobility services.
- Accelerate infill development in existing transportation-efficient places and deploy strategic resources to create more transportation-efficient locations.
- Encourage alignment in land use, housing, transportation, and conservation planning in adopted regional plans (RTP/SCS and RHNA) and local plans (e.g., general plans, zoning, and local transportation plans).
- Accelerate production of affordable housing in forms and locations that reduce VMT and affirmatively further fair housing policy objectives.
- Reduce or eliminate parking requirements (and/or enact parking maximums, as appropriate) and promote redevelopment of excess parking, especially in infill locations.
- Preserve and protect existing affordable housing stock and protect existing residents and businesses from displacement and climate risk

Included in the 2022 Scoping Plan is a set of Local Actions (Appendix D to the 2022 Scoping Plan) 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, in fact CARB states in Appendix D: "…focuses primarily on climate action plans. (CAPs) and local authority over new residential development. It does not address other land use types (e.g., industrial) or air permitting."

Additionally, Appendix D, CARB states: "The recommendations outlined in this section apply only to residential and mixed-use development project types. California currently faces both a housing crisis and a climate crisis, which necessitates prioritizing recommendations for residential projects to address the housing crisis in a manner that simultaneously supports the State's GHG and regional air quality goals. CARB plans to continue to explore new approaches for other land use types in the future." As such, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development (URBAN-D, pp. 31-33).

California Air Resource Board – Refrigerant Management Program

CARB adopted a regulation in 2009 to reduce refrigerant GHG emissions from stationary sources through refrigerant leak detection and monitoring, leak repair, system retirement and retrofitting, reporting and recordkeeping, and proper refrigerant cylinder use, sale, and disposal. The regulation is set forth in sections 95380 to 95398 of Title 17, CCR. The rules implementing the regulation establish a limit on statewide GHG emissions from stationary facilities with refrigeration systems with more than 50 pounds of a high global warming potential refrigerant. The refrigerant management program is designed to (1) reduce emissions of high- global warming potential GHG refrigerants from leaky stationary, non-residential refrigeration equipment; (2) reduce emissions from the installation and servicing of refrigeration and air-conditioning appliances using high- global warming potential refrigerants; and (3) verify GHG emission reductions. (URBAN-D, p. 37).

California Code of Regulations (CRR)

The California Code of Regulations (CCR), is the official compilation and publication of the regulations adopted, amended, or repealed by state agencies pursuant to the Administrative Procedure Act (APA). The CCR is compiled into Titles and organized into Divisions containing the regulations of state agencies. Following are the CCRs as they relate to the reduction of GHGs.

Title 20 - Public Utilities and Energy

Title 20 – Public Utilities and Energy, Division 2 – State Energy Resources Conservation and Development Commission, Chapter 4 – Energy Conservations, Article 4 – Appliance Efficiency Regulations, Section 1601 et seq. (Appliance Efficiency Regulations) regulate the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non- federally regulated appliances. 23 categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the state and those designed and sold exclusively for use in recreational vehicles (RV) or other mobile equipment. (URBAN-D, p. 35).

Title 24 – California Building Standards Code

CCR Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. (URBAN-D, p. 35).

CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recently approved update consisting of the 2022 CALGreen code that became effective on January 1, 2023. The CEC anticipates that the 2022 energy code will provide $1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons. The Project would be required to comply with the following applicable standards at the time plan check submittals are made. These require, among other items (URBAN-D, pp. 35-37):

Nonresidential Mandatory Measures

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided is contained within Table 5.106. 5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1. 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
    - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
    - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor- mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
    - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
    - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20

gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate of not more than 0.20 gallons per cycle (5.303.3.4.5).

- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

California Environmental Quality Act Guidelines Update (SB 97)

Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code. The code states "(a) On or before July 1, 2009, the Office of Planning and Research shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of GHG emissions or the effects of GHG emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the Office of Planning and Research pursuant to subdivision (a)."

In 2012, Public Resources Code Section 21083.05 was amended to state the guidelines shall be periodically updated for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions.

On December 28, 2018, the Natural Resources Agency announced the Office of Administrative Law approved the amendments to the *State CEQA Guidelines*. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. The CEQA Amendments fit within the existing CEQA framework by amending existing *State CEQA Guidelines* to reference climate change.

Section 15064.4 was added the *State CEQA Guidelines* and states that in determining the significance of a project's GHG emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively insignificant compared to statewide, national, or global emissions. The agency's analysis should consider a timeframe that is appropriate for the project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. Additionally, a lead agency may use a model or methodology to estimate GHG emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. The lead agency must support

its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use. (URBAN-D, pp. 38-39).

California Global Warming Solution Act (AB 32)

The California State Legislature enacted AB 32, which required that GHGs emitted in California be reduced to 1990 levels by the year 2020 (this goal has been met). GHGs as defined under AB 32 include carbon dioxide, methane, nitrous oxide, HFCs, PFCs, and sulfur hexafluoride. Since AB 32 was enacted, a seventh chemical, nitrogen trifluoride, has also been added to the list of GHGs. CARB is the state agency charged with monitoring and regulating sources of GHGs. Pursuant to AB 32, CARB adopted regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. (URBAN-D, p. 26).

California Global Warming Solutions Act of 2016 (SB 32)

On September 8, 2016, Governor Brown signed SB 32, the California Global Warming Solutions Act of 2016 and its companion bill, AB 197, the Global Warming Solutions Act. SB 32 requires the state to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80 percent below 1990 levels by 2050. AB 197 creates a legislative committee to oversee regulators to ensure that CARB not only responds to the Governor, but also the Legislature. (URBAN-D, p. 28).

Cap-and-Trade Program

The 2017 Scoping Plan identifies, and CARB adopted, a Cap-and-Trade Program as one of the key strategies for California to reduce GHG emissions pursuant to its authority under AB 32. Under cap-and-trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap would be able to trade permits to emit GHGs within the overall limit.

The Cap-and-Trade Program is designed to reduce GHG emissions from regulated entities by more than 16 percent between 2013 and 2020, and by an additional 40 percent by 2030. The statewide cap for GHG emissions from the capped sectors (e.g., electricity generation, petroleum refining, and cement production) commenced in 2013 and would decline over time, achieving GHG emission reductions throughout the program's duration. Covered entities that emit more than 25,000 $MTCO_2e$/year must comply with the Cap-and-Trade Program. As such, the Cap-and-Trade Program provides a firm cap, which provides the highest certainty of achieving the 2030 target.

Under the Cap-and-Trade Program, CARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities are allocated free allowances in whole or part (if eligible), and may buy allowances at auction, purchase allowances from others, or purchase offset credits. Each covered entity with a compliance obligation is required to surrender "compliance instruments" for each $MTCO_2e$ of GHG they emit. There also are requirements to surrender compliance instruments covering 30 percent of the prior year's compliance obligation by November of each year.

The Cap-and-Trade Program covers approximately 80 percent of California's GHG emissions. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period. The Cap-and-Trade Program covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported. (URBAN-D, pp. 30-31).

Clean Energy and Pollution Reduction Act of 2015 (SB 350)

In October 2015, the legislature approved, and Governor Jerry Brown signed SB 350, the Clean Energy and Pollution Act of 2015, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the RPS, higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for EV charging stations. Provisions for a 50 percent reduction in the use of petroleum statewide were removed from the Bill because of opposition and concern that it would prevent the Bill's passage. Specifically, SB 350 requires the following to reduce statewide GHG emissions (URBAN-D, pp. 27-28):

- Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target would be achieved through the California Public Utilities Commission (CPUC), the California Energy Commission (CEC), and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which would facilitate the growth of renewable energy markets in the western United States.

Emission Performance Standards (SB1368)

California SB 1368 adds Sections 8340 and 8341 to the Public Utilities Code (effective January 1, 2007) with the intent "to prevent long-term investments in power plants with GHG emissions in excess of those produced by a combined-cycle natural gas power plant" with the aim of "reducing emissions of GHGs from the state's electricity consumption, not just the state's electricity production." SB 1368 provides a mechanism for reducing the GHG emissions of electricity providers, both in-state and out-of-state, thereby assisting CARB in meeting its mandate under AB 32, the Global Warming Solutions Act of 2006. (URBAN-D, p. 26).

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs through the use of Executive Orders. Although not regulatory, they set the tone for the state and guide the actions of state agencies.

Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following reduction targets for GHG emissions:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that would 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. (URBAN-D, p. 33).

Executive Order S-01-07 (Low Carbon Fuel Standard)

Governor Schwarzenegger signed Executive Order S-01-07 on January 18, 2007, the Low Carbon Fuel Standard (LCFS). The order 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. CARB adopted the LCFS on April 23, 2009.

After a series of legal changes, in order to address the Court ruling, CARB was required to bring a new LCFS regulation to the Board for consideration in February 2015. The proposed LCFS regulation was required to contain revisions to the 2010 LCFS as well as new provisions designed to foster investments in the production of the low-carbon intensity fuels, offer additional flexibility to regulated parties, update critical technical information, simplify and streamline program operations, and enhance enforcement. On November 16, 2015, the Office of Administrative Law approved the Final Rulemaking Package. The new LCFS regulation became effective on January 1, 2016. In 2018, CARB approved amendments to the regulation, which included strengthening the carbon intensity benchmarks through 2030 in compliance with the SB 32 GHG emissions reduction target for 2030. The amendments included crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector. (URBAN-D, pp. 33-34).

Executive Order S-13-08

Executive Order S-13-08 states that "climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California's economy, to the health and welfare of its population and to its natural resources." Pursuant to the requirements in the Order, the *2009 California Climate Adaptation Strategy (CNRA 2009*) was adopted, which is the "…first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States." 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. (URBAN-D, p. 34).

Executive Order B-30-15

On April 29, 2015, Governor Brown issued an executive order to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor's executive order aligned California's GHG reduction targets with those of leading international governments ahead of the United Nations Climate Change Conference in Paris late 2015. The Order sets a new interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050 and directs CARB to update the

2017 Scoping Plan to express the 2030 target in terms of $MMTCO_2e$. The 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. As with Executive Order S-3-05, this Order is not legally enforceable to local governments or the private sector. Legislation that would update AB 32 to make post 2020 targets and requirements a mandate is in process in the State Legislature. (URBAN-D, p. 34).

Executive Order B-55-18 and SB 100

SB 100 and Executive Order B-55-18 were signed by Governor Brown on September 10, 2018. Under the existing RPS, 25 percent of retail sales of electricity are required to be from renewable sources by December 31, 2016, 33 percent by December 31, 2020, 40 percent by December 31, 2024, 45 percent by December 31, 2027, and 50 percent by December 31, 2030. SB 100 raises California's RPS requirement to 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. In addition to targets under AB 32 and SB 32, Executive Order B-55- 18 establishes a carbon neutrality goal for the state of California by 2045; and sets a goal to maintain net negative emissions thereafter. The Executive Order directs the California Natural Resources Agency, California EPA, the California Department of Food and Agriculture, and CARB to include sequestration targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal. (URBAN-D, pp. 34-35).

Executive Order N-79-20

On September 23, 2020, Governor Newson signed this Executive Order thar establishes the state's goal that: 1) 100 percent of in-state sales of new passenger cars and trucks be zero emission by 2035; 2) 100 percent of medium-and heavy-duty vehicles in the state be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks; and 3) transition to 100 percent zero-emission off-road vehicles and equipment by 2035 where feasible. It directs CARB to develop and propose regulations to accomplish this goal consistently with technological feasibility and cost-effectiveness. (EO-N7920).

Heavy Duty Vehicle GHG Standards (Phase 1 and Phase 2)

In September 2011, CARB adopted a regulation for GHG emissions from heavy-duty trucks and engines sold in California. It establishes GHG emission limits on truck and engine manufacturers and harmonizes with the EPA rule for new trucks and engines nationally. Existing HD vehicle regulations in California include engine criteria emission standards, tractor-trailer GHG requirements to implement SmartWay strategies (i.e., the Heavy-Duty Tractor-Trailer GHG Regulation), and in-use fleet retrofit requirements such as the Truck and Bus Regulation. The EPA rule has compliance requirements for new compression and spark ignition engines, as well as trucks from Class 2b through Class 8. Compliance requirements began with model year 2014 with stringency levels increasing through model year 2018. The rule organizes truck compliance into three groupings, which include a) heavy-duty pickups and vans; b) vocational vehicles; and c) combination tractors. The EPA rule does not regulate trailers.

CARB staff has worked jointly with the EPA and the NHTSA on the next phase of federal GHG emission standards for medium-duty trucks and heavy-duty trucks, called federal Phase 2. The federal Phase 2 standards were built on the improvements in engine and vehicle efficiency required by the Phase 1 emission standards and represent a significant opportunity to achieve further GHG reductions for 2018 and later model year heavy-duty truck vehicles, including trailers. The EPA and NHTSA have proposed to roll back GHG and fuel economy standards for cars and light-duty trucks, which suggests a similar rollback of Phase 2 standards for medium-duty truck and heavy-duty truck vehicles may be pursued. (URBAN-D, p. 38).

Pavley Fuel Efficiency Standards

California AB 1493, the Pavley Regulations and Fuel Standards (Pavley bill), enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. The second phase of the implementation for the Pavley bill was incorporated into Amendments to the Low-Emission Vehicle Program (LEV III) or the Advanced Clean Cars program. The Advanced Clean Cars program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The new rules will clean up gasoline and diesel-powered cars, and deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid EV and hydrogen fuel cell cars. The package will also ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California. On March 9, 2022, EPA reinstated California's authority under the Clean Air Act to implement its own GHG emission standards for cars and light trucks, which other states can also adopt and enforce. With this authority restored, the EPA will continue partnering with states to advance the next generation of clean vehicle technologies. (URBAN-D, p. 27).

Sustainable Communities and Climate Protection Act (SB 375)

On September 30, 2008, Governor Schwarzenegger signed SB 375. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits over 40 percent of the total GHG emissions in California. SB 375 states, "Without improved land use and transportation policy, California would not be able to achieve the goals of AB 32." SB 375 does the following: it (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

SB 375 requires metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses CEQA streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions. Although SB 375 does not prevent CARB from adopting additional regulations, such actions are not anticipated in the foreseeable future.

Concerning CEQA, SB 375, as codified in Public Resources Code Section 21159.28, states that CEQA findings for certain projects are not required to reference, describe, or discuss (1) growth inducing impacts, or (2) any project-specific or cumulative impacts from cars and light-duty

truck trips generated by the project on global warming or the regional transportation network, if the project (URBAN-D, pp. 26-27):

1. Is in an area with an approved sustainable community strategy or an alternative planning strategy that CARB accepts as achieving the GHG emission reduction targets.
2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies).
3. Incorporates the MMs required by an applicable prior environmental document.

Tractor Trailer GHG Regulations

The tractors and trailers subject to this regulation must either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the HD tractors that pull them on California highways. These owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low rolling resistance tires. Sleeper cab tractors model year 2011 and later must be SmartWay certified. All other tractors must use SmartWay verified low rolling resistance tires. There are also requirements for trailers to have low rolling resistance tires and aerodynamic devices. (URBAN-D, pp. 37-38).

Water Conservation in Landscaping Act of 2006 (AB1881)

The Water Conservation in Landscaping Act of 2006 was adopted in 2006 through AB 1881 which requires local agencies to adopt the updated Department of Water Resources model ordinance or equivalent. AB 1881 also requires the CEC to consult with the Department of Water Resources to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water. (URBAN-D, p. 26).

Regional Regulations

South Coast Air Quality Management District

The South Coast Air Quality Management District (AQMD) is the agency responsible for air quality planning and regulation in the South Coast Air Basin. The South Coast AQMD addresses the impacts to climate change of projects subject to South Coast AQMD permit as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The South Coast AQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

The South Coast AQMD has been evaluating GHG significance thresholds since April 2008. On December 5, 2008, the South Coast AQMD Governing Board adopted an Interim CEQA Greenhouse Gas Significance Threshold of 10,000 $MTCO_2e$ per year for stationary source/industrial projects for which the South Coast AQMD is the lead agency. The South Coast AQMD has continued to consider the adoption of significance thresholds for projects where the South Coast AQMD is not the lead agency. The most recent proposal issued in September 2010

consist of a tiered approach, which is discussed further in the *Greenhouse Gas Analysis – Section 2.7.4* and includes a screening threshold for industrial land uses of 10,000 $MTCO_2e$/year.

The South Coast AQMD only has authority over GHG emissions from development projects that include air quality permits. If the Project requires a stationary permit, it would be subject to the applicable South Coast AQMD regulations. (URBAN-D, pp. 39-40).

South Coast AQMD Rules

South Coast AQMD rules related to GHG emissions included the following (URBAN-D, pp. 40-41):

- Rule 2700 defines terms and post global warming potentials.
- Rule 2701, SoCal Climate Solutions Exchange, establishes a voluntary program to encourage, quantify, and certify voluntary, high quality certified GHG emission reductions in the South Coast Air Basin.
- Rule 2702, GHG Reduction Program created a program to produce GHG emission reductions within the South Coast Air Basin. The South Coast AQMD would fund projects through contracts in response to requests for proposals or purchase reductions from other parties.
- Rule 2305, Warehouse Indirect Source Rule, which includes the Warehouse Actions and Investments to Reduce Emissions Program (WAIRE), and Rule 316. Rule 2305 establishes for the first time a regulatory program designed to reduce air pollution (and indirect GHG emissions) caused by warehouse-related activities and is focused on emissions from vehicles that service large warehouses. Owners and operators associated with warehouses 100,000 square feet or larger are required to directly reduce criteria pollutant emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. The rule imposes a "Warehouse Points Compliance Obligation" (WPCO) on warehouse operators. Operators satisfy the WPCO by accumulating "Warehouse Actions and Investments to Reduce Emissions Points" (WAIRE Points) in a given 12-month period. WAIRE Points are awarded by implementing measures to reduce emissions listed on the WAIRE Menu, or by implementing a custom WAIRE Plan approved by the South Coast AQMD. WAIRE Menu items include purchasing/renting/leasing near-zero (NZE) and zero emission (ZE) yard equipment and/or trucks, installing on-site ZE fueling stations, and proving on-site solar PV systems. Although the Project would comply with Rule 2305, the Project proponent does not intend to be the warehouse operator and has no knowledge of the future operations. Therefore, even though the WAIRE program will reduce emissions for warehouse activities in the region, no emission reductions from the WAIRE Program can be calculated for this analysis.

Local Regulations

Perris Comprehensive General Plan 2030

The following are applicable goals, measures, and policies from the Perris Comprehensive General Plan 2030 (GP) related to a sustainable community and by extension to greenhouse gas:

Conservation Element

Goal VIII	Create a vision for energy and resource conservation and the use of green building design for the City which provides for the protection of the environment while improving the quality of life and promoting sustainability.
Policy VIII.A	Adopt and maintain development regulations, which encourage water and resource conservation.
Measure VIII.A.2	Use indigenous and/or drought-resistant planting and efficient irrigation systems with smart controls in all new and refurbished commercial and industrial development projects. Also, restrict use of turf to 25 percent or less of the landscaped areas.
Measure VIII.A.4	Use gray water, and water-conserving appliances and fixtures within all new commercial and industrial developments.
Measure VIII.A.5	Use permeable paving materials within developments to deter water runoff and promote natural filtering of precipitation and irrigation waters.
Measure VIII.A.7	Explore the use of private water well systems for all potable and/or landscaping water use for larger commercial and industrial projects.
Policy VIII.B	Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.
Measure VIII.B.3	Require the installation of recycling bins and provide space for storage and collection of recyclables within development sites.
Measure VIII.B.5	Establish a procurement policy favoring recycling materials.
Measure VIII.B.6	Include text within all demolition permits that encourages recycling of demolition and construction waste within new and refurbished commercial and industrial development projects.
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 (US Green Building Council's Leadership in Energy and Environmental Design green building programs).
Measure VIII.C.3	Encourage the design and construction of durable buildings that are efficient and economical to own and operate.
Measure VIII.C.4	Review new development projects for compliance with the design guidelines contained within the Sustainable Community section through Conditions of Approval and a finding that the project conforms to the General Plan.
Measure VIII.C.5	Encourage green building density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new developments.

Goal IX	Encourage project designs that support the use of alternative transportation facilities.
Policy IX.A	Encourage land uses and new development that support alternatives to the single occupant vehicle.
Measure IX.A.1	Encourage installation of shared vehicle parking and support facilities within new and refurbished commercial and industrial developments, i.e., dual fuel vehicles and charging systems on site, carpool parking, and bus stop shelters.
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 developments.
Measure IX.A.4	Encourage building and site designs that facilitate pedestrian activity, such as locating buildings close to the street and providing direct connections to public walkways and neighboring land uses.
Measure IX.A.5	The City shall require all new public and private development to include bike and walking paths wherever feasible.
Goal X	Encourage improved energy performance standards above and beyond the California Title 24 requirements.
Policy X.A	Establish density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who exceed current Title 24 requirements for new development.
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 X.C	Encourage strategic shape and placement of new structures within new commercial and industrial projects.
Measure X.C.1	Promote energy conservation by taking advantage of natural site features such as natural lighting and ventilation, sunlight, shade, and topography during the site plan process.
Measure X.C.2	When possible, locate driveways and parking on the east and north sides of buildings to reduce heat buildup during hot afternoons.

Healthy Community Element

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 6.2:	Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.
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 AQMD 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 South Coast AQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the South Coast AQMD

- 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 General Plan EIR

There are no applicable mitigation measures from the EIR for the Perris Comprehensive General Plan 2030 that pertain to greenhouse gas emissions.

City of Perris Municipal Code

The Perris Municipal Code does not contain provisions relevant to GHG emissions.

City of Perris Climate Action Plan

The City of Perris Climate Action Plan (CAP) was adopted by the City Council (Resolution Number 4966) on February 23, 2016. The CAP was developed to address global climate change through the reduction of harmful GHG emissions at the community level, and as part of California's mandated statewide GHG emissions reduction goals under AB 32. Perris's CAP, including the GHG inventories and forecasts contained within, is based on the Western Riverside Council of Government's Subregional CAP. The Perris CAP utilized the Western Riverside Council of Government's analysis of existing GHG reduction programs and policies that have already been implemented in the subregion and applicable best practices from other regions to assist in meeting the 2020 subregional reduction target. The CAP reduction measures chosen for the City's CAP were based on their GHG reduction potential, cost-benefit characteristics, funding availability, and feasibility of implementation in the City of Perris. The CAP used an inventory base year of 2010 and included emissions from the following sectors: residential energy, commercial/industrial energy, transportation, waste, and wastewater. The CAP's 2020 reduction target is 15 percent below 2010 levels, and the 2035 reduction target is 47.5 percent below 2010 levels. The City of Perris is expected to meet these reduction targets through implementation of statewide and local measures. Beyond 2020, Executive Order S-03-05 calls for a reduction of GHG emissions to a level 80 percent below 1990 levels by 2050. (URBAN-D, pp. 44-45).

City of Perris Good Neighbor Guidelines

The City of Perris adopted the Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities in September 2022 that aim to balance economic growth, industrial development, and business success while implementing methods for the reduction of potential negative impacts on sensitive receptors. The City of Perris Good Neighbor Guidelines goals and recommended policies formalize what is expected from industrial development, particularly those closer to sensitive receptors. The Project has been designed and would be operated to implement the City of Perris Good Neighbor Guidelines identified in *Section 3.9.1 – City of Perris*

Good Neighbor Guidelines in the Project Description of this Draft EIR. The City of Perris Good Neighbor Guidelines regarding GHG emissions that could be modeled have been included in the GHG Report.

5.5.3 Comments Received in Response to the Notice of Preparation and Draft EIR Scoping Meeting

Four written comment letters were received related to greenhouse gas emissions in response to the Notice of Preparation. The comment letters were received from the State of California Department of Justice, Californians Allied for a Responsible Economy (CARE CA), the City of Menifee, and the South Coast AQMD and are included in Appendix A.3 of this Draft EIR. A summary of these written comment letters can be found *Table 2.0-A, Written Comments Received During the Notice of Preparation Comment Period* in the Introduction section of this Draft EIR.

One verbal comment regarding GHG emissions was also provided at the October 18, 2023 Draft EIR public scoping meeting. The verbal comments provided are summarized in *Table 2.0-B, Verbal Comments Provided During the Draft EIR Scoping Meeting*. All greenhouse gas emissions comments are addressed in this Section.

5.5.4 Thresholds of Significance

The City of Perris has not established local CEQA significance thresholds and instead, defers to the thresholds of significance identified in Appendix G ("Environmental Checklist") to the State CEQA Guidelines. The Environmental Checklist prepared by the City for this Project (see Appendix A of this document) indicates that impacts related to this Project may be considered potentially significant if the proposed Project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

5.5.5 Project Design Features

As indicated in *Section 3.9 – Proposed Sustainability Features* of this Draft EIR, the Project would meet or exceed all applicable standards under CALGreen and the Building Energy Efficiency Standards contained in Title 24 in addition to complying with the applicable policies within the City of Perris Good Neighbor Guidelines outlined below in Section 3.9.1 – City of Perris Good Neighbor Guidelines. The Project would implement concepts of efficient design and material use that are consistent with the LEED green building rating system. This would be accomplished by incorporating, at a minimum, the following sustainability features or other features that are equally efficient:

Energy Efficiency

- Design building shells and components, such as windows, roof systems and electrical systems to meet California Title 24 Standards for nonresidential buildings.

- Design buildings to implement US Green Building Council's Leadership in Energy and Environmental Design (LEED) features. This includes design considerations related to the building envelope, heating, ventilation, and air conditioning (HVAC), lighting, and power systems. Additionally, the architectural expression such as roofs and windows in the buildings will relate to conserving energy.
- Install energy efficient light-emitting diodes (LED) lighting on the site. Provide skylights for natural daylight to reduce the lighting load, therefore saving energy. Lighting will incorporate motion sensors that turn them off when not in use.
- Meet City minimum landscape requirements and provide adequate landscape shade for the site to reduce energy use.
- Install light-colored roofing materials over office area spaces and light-colored paving materials.
- For future office space, install energy efficient HVAC systems (seasonal energy efficiency ratio (SEER) 13), appliances and equipment, and control systems that are Energy Star ® rated.
- For future office improvement, refrigerants and HVAC equipment will be selected to minimize or eliminate the emission of compounds that contribute to ozone depletion and global climate change. Ventilation and HVAC systems will be designed to meet or exceed the minimum outdoor air ventilation rates described in the American Society of Heating, Refrigeration, and Air Conditioning Engineers (ASHRAE) standards and/or per California Title 24 requirements.
- Incorporate Energy Star ® rated space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.

Water Conservation and Efficiency

- Surface parking lots will be landscaped in accordance with City standards to reduce heat island effect.
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance and Chapter 19.70 (Landscaping) of the Perris Municipal Code.
- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.
- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff in accordance with City Standards.
- Provide education about water conservation and available programs and incentives to the building operators to distribute to employees.

Solid Waste Measures

- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11.

- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410.1 of the California Green Building Standards Code Part 11.
- The property operator will provide readily available information provided by the City for employee education about reducing waste and available recycling services.

Transportation and Motor Vehicles

- Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485.
- Provide electric vehicle (EV) infrastructure and facilitate EV charging in accordance with Section 5.106.5.3 Electric Vehicle Charging Requirements, of the California Green Building Standards Code Part 11. Accordingly, the Project will provide 27 EV-capable parking spaces and at least 6 of these will be equipped with EV charging stations at Project opening.
- Signage shall be posted onsite directing truck drivers to use existing City truck routes on Ethanac Road.
- Provide Class II bike lanes on Ethanac Road, within the Project's frontage, per the City's Active Transportation Plan.
- Provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience in compliance with Section 5.106.4 of the California Green Building Standards Code Part 11 and standard City code requirements.

Onsite Equipment and Loading Docks

- The Project owner will inform building operators of existing requirements to turn off equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than 5 minutes. Truck idling shall not exceed 5 minutes in time. All facilities will post signs (both interior and exterior facing signs, including signs directed at all dock and delivery areas) requiring that trucks shall not be left idling for more than 5 minutes pursuant to Title 13 of the California Code of Regulations, Section 2485, which limits idle times to not more than five minutes and to report violations to the California Air Resources Board, the South Coast Air Quality Management District, and the building manager.
- Service equipment (i.e., yard trucks and forklifts) used within the site shall be electric or powered by other alternative fuels.

Construction

- Require Construction Equipment to Turn Off When Not in Use per Title 13 of the California Code of Regulations, Section 2449.
- Use regionally produced and/or manufactured building materials, where feasible, for Project construction.

  Use "green" building materials where feasible, such as those materials that are resource efficient and recycled and manufactured in an environmentally friendly way.

The Project also includes design features that comply with applicable guidelines from the City of Perris Good Neighbor Guidelines that include, but are not limited to, installation of solar panels, EV charging stations and infrastructure, idling limitations, Zero Emission (ZE) on-site operating

equipment, and cleaner construction equipment. The full list is included in *Section 3.9.1 –Good Neighbor Guidelines* of the Project Description of this Draft EIR.

5.5.6 Methodology

The South Coast AQMD has incorporated it's adopted 10,000 $MTCO_2e$/year threshold for industrial projects into it is latest (2023) South Coast AQMD Air Quality Significance Thresholds document that is published for use by local agencies. In the absence of other thresholds of significance adopted by the South Coast AQMD, the City of Perris has been using the South Coast AQMD's 10,000 $MTCO_2e$/year threshold for industrial projects and the 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 $MTCO_2e$/year threshold is also considered to be conservative for the proposed Project since it is being applied to all of the GHG emissions generated by the proposed Project (i.e., area sources, energy sources, vehicular sources, solid waste sources, and water sources) whereas the South Coast AQMD's adopted 10,000 $MTCO_2e$/year threshold applies only to the new stationary sources generated at industrial facilities.. (URBAN-D, p. 44, 53).

The methodology used within the *Greenhouse Gas Analysis* is consistent with the draft guidance prepared by the South Coast AQMD for quantification of emissions and evaluation of potential impacts related to GHG emissions. As recommended by South Coast AQMD staff, the California Emissions Estimator Model (CalEEMod) was used to quantify project-related emissions. In August 2023, the California Air Pollution Control Officers Association in conjunction with other California air districts, including the South Coast AQMD, released the latest version of CalEEMod version 2022.1.1.18. (URBAN -D, p. 44).

A full life-cycle analysis (LCA) for construction and operational activity is not included in the GHG report (i.e., assessing economy-wide GHG emissions from the processes in manufacturing and transporting all raw materials used in the Project development, infrastructure, and on-going operations) depends on emission factors or econometric factors that are not well established for all processes. At this time, a LCA would be extremely speculative and thus has not been prepared. (URBAN -D, p. 45).

Additionally, the South Coast AQMD recommends analyzing direct and indirect project GHG emissions generated within California and not life-cycle emissions because the life-cycle effects from a project could occur outside of California, might not be very well understood, or documented, and would be challenging to mitigate. Additionally, the science to calculate life cycle emissions is not yet established or well defined; therefore, the South Coast AQMD has not recommended, and is not requiring, life-cycle emissions analysis. (URBAN-D, p. 45).

5.5.7 Environmental Impacts

Threshold A: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

As described in *Section 5.5.6 – Methodology*, the City of Perris utilizes the South Coast AQMD's 10,000 $MTCO_2e$/year threshold for industrial projects. A summary of the Project's construction and operational emissions and the level of GHG impacts as a result of implementing the Project evaluated in the Project's *Greenhouse Gas Analysis* is provided below. Modeling and Project-

related input assumptions used to evaluate the Project's GHG impacts are based on the same modeling information used to assess the Project's air quality impacts. Please see *Section 5.1 – Air Quality* of this Draft EIR for further information.

Construction Emissions

For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the South Coast AQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year Project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The amortized construction emissions are presented in **Table 5.5-D, Project Construction Equipment GHG Emissions** below.

Table 5.5-D, Project Construction Equipment GHG Emissions

Emissions	Emissions (MT/year)				
	Carbon Dioxide	Methane	Nitrous Oxide	Refrigerants	Total CO_2e[1]
2024	940.39	0.03	0.06	0.65	960.18
2025	239.35	0.01	0.01	0.17	242.75
Total	**1179.74**	**0.04**	**0.07**	**0.81**	**1,202.93**
Amortized[1]	**39.32**	**0.00**	**0.00**	**0.03**	**40.10**

Source: URBAN-D, Table 3-3

Note:

1. Construction emissions were amortized over a 30 year period, as recommended by the South Coast AQMD.

Operational Emissions

Project GHG emissions during long-term operation would result from area source emissions (landscape maintenance equipment); energy source emissions (combustion emissions associated with natural gas and electricity); mobile source emissions (Project-related traffic); transportation refrigeration units (TRUs); on-site equipment emissions (cargo handling and diesel emergency engines); water supply, treatment, and distribution; solid waste; and refrigerants. Mobile-source input was based on the Project trip generation as provided in the Project's Traffic Analysis (TA), included within Appendix G.1 of this Draft EIR. A detailed description of the operational emissions sources is presented in the *Greenhouse Gas Analysis – Section 3.6*.

As shown in **Table 5.5-E, Total Project GHG Emissions** below, the total GHG emissions generated from the Project is approximately 3,234.13 $MTCO_2e$/year.

Table 5.5-E, Total Project GHG Emissions

Source	Metric Tons per year (MT/year)				
	Carbon Dioxide	Methane	Nitrous Oxide	Refrigerants	Total CO_2e
Amortized Construction	39.32	0.00	0.00	0.00	40.10
Mobile Source	1,848.10	0.04	0.19	2.73	1,909.10
Area Source	1.01	0.00	0.00	0.00	1.02
Energy Source	451.20	0.04	0.01	0.00	453.81
Water Usage	134.98	3.11	0.07	0.00	235.11
Waste	34.59	3.46	0.00	0.00	121.01
Refrigerants	0.00	0.00	0.00	69.64	69.59
Stationary Source	9.49	0.00	0.00	0.00	9.53
On-Site Equipment Source					94.75
TRU Source					300.21
Total					**3,234.13**
Source: URBAN-D, Table 3-6 Note: Emissions reported as zero are rounded and not necessarily equal to zero.					

As shown in **Table 5.5-E**, above, the total GHG emissions from the Project would not exceed the South Coast AQMD's numeric threshold of 10,000 $MTCO_2e$/year. Thus, with incorporation of PDFs identified in Section 5.5.5 – Project Design Features, compliance with regulations identified in *Section 5.5.6 - Methodology*, and compliance with conditions of approval, the proposed Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, impacts would be **less than significant**.

Threshold B: Would the Project conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emission of greenhouse gases?

The Project's consistency with the 2022 Scoping Plan, is discussed below as well as the Project's consistency with the Perris CAP. It should be noted that the Project's consistency with the 2022 Scoping Plan also satisfies consistency with AB 32 since the 2022 Scoping Plan is based on the overall targets established by AB 32 and SB 32. Consistency with the 2008 and 2017 Scoping Plan is not necessary since both of these plans have been superseded by the 2022 Scoping Plan.

2022 Scoping Plan

The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies the Project will comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, 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,

Amendments to the In- use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. Additionally, the Project includes design features related to water and solid conservation that will further reduce Project GHG emissions. As such, the Project would not be inconsistent with the 2022 Scoping Plan. Lastly, the Project would be required to comply with applicable elements outlined in the City's CAP. As such, the Project would not be inconsistent with the 2022 Scoping Plan. (URBAN-D, pp. 52-53).

Perris CAP

The City of Perris adopted its CAP in February 2016. The measures identified in the CAP represent the City's actions to achieve the GHG reduction targets of AB 32 for target year 2020. Local measures incorporated in the CAP include:

- An energy measure that directs the City to create an energy action plan to reduce energy consumption citywide
- Land use and transportation measures that encourage alternative modes of transportation (walking, biking, and transit), reduce motor vehicle use by allowing a reduction in parking supply, voluntary transportation demand management to reduce vehicle miles traveled, and land use strategies that improve jobs-housing balance (increased density and mixed-use)
- Solid waste measures that reduce landfilled solid waste in the City

Further, the Project is subject to California Building Code requirements. New buildings must meet the applicable building code requirements and standards in place at the time building permit documentation submittals are made. CALGreen is updated on a regular basis, with the most recently approved 2022 California Green Building Code Standards that became effective on January 1, 2023. As construction of the Project is anticipated to be completed in 2025, it is presumed that the Project would be required to comply with the Title 24 standards in place at that time. While the Project does not include reduced parking, increased density, or a mixed-use development, it would provide sidewalks, bike racks, and pedestrian walkways to encourage the use of alternative modes of transportation (walking, biking, and transit). (URBAN-D, p. 53).

Thus, with implementation of PDF's identified in *Section 5.5.5 – Project Design Features*, compliance with regulations listed in *Section 5.5.6 - Methodology*, and compliance with conditions of approval. the proposed Project will not conflict with any applicable plan, policy, or regulation either directly or indirectly, that may have a significant impact on the environment. Therefore, impacts would be **less than significant**.

5.5.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4). Because all Project impacts related to GHG emissions would be less than significant, no mitigation measures are required.

5.5.9 Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

Project-specific environmental effects would be less than significant for GHG emissions, and no mitigation measures are required.

5.6 Hydrology and Water Quality

The focus of this section is to analyze potential impacts related to hydrology and water quality. The following discussion addresses the potential for adverse impacts that could result from the construction and operation of the Project. Cumulative impacts are discussed in *Section 7.0 – Other CEQA Topics*.

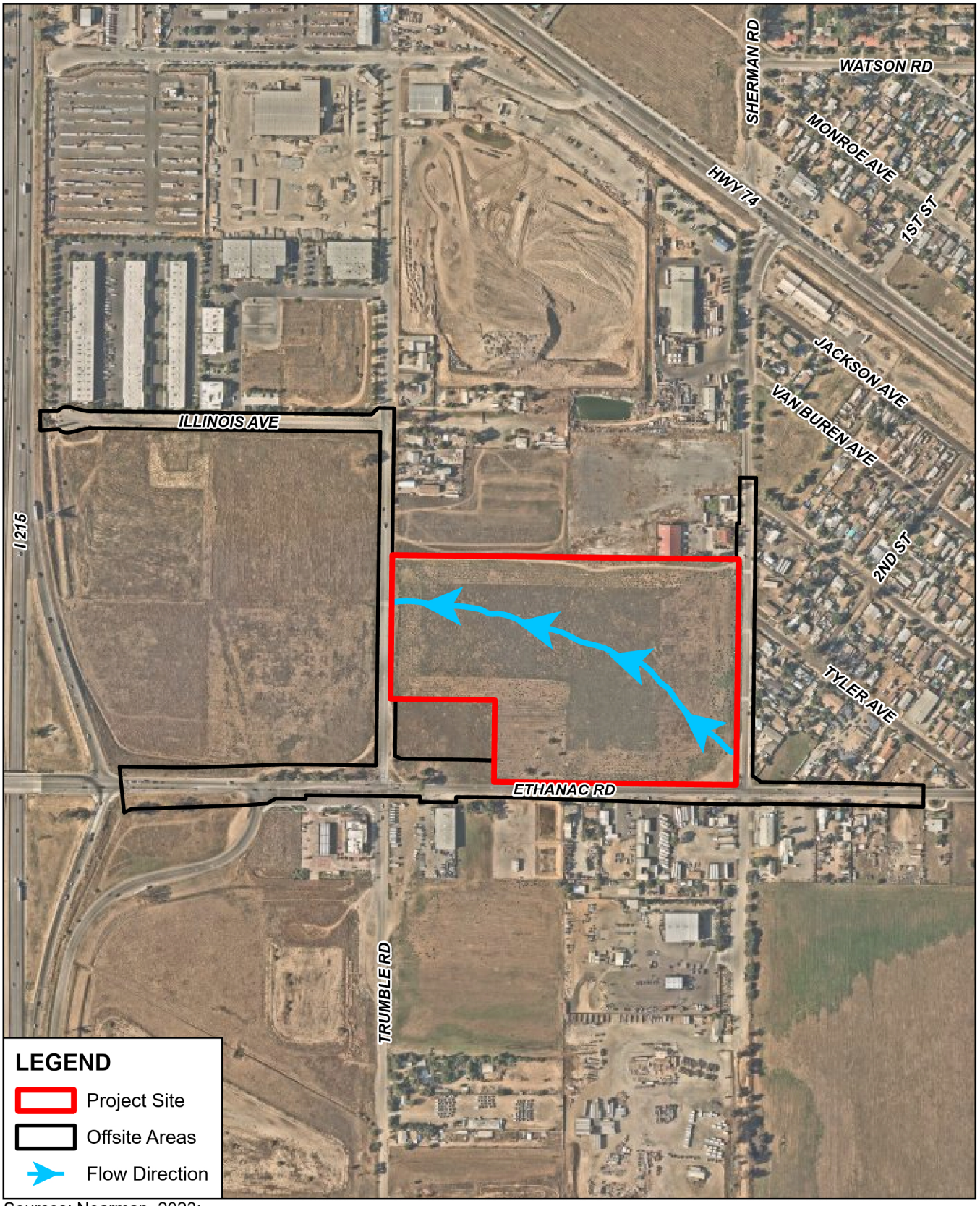
A *Preliminary Drainage Study* was prepared by Albert A. WEBB Associates dated January 2024 (WEBB-A); a *Preliminary Water Quality Management Plan* was prepared by Albert A. WEBB Associates dated January 2024 (WEBB-B); and an Offsite Drainage Considerations Technical Memorandum was prepared by Albert A. WEBB Associates dated January 8, 2024 (WEBB-A1). The *Preliminary Drainage Study*, *Preliminary Water Quality Management Plan, and Technical Memorandum* are all included in Appendix E of this Draft EIR.

5.6.1 Setting

The Project site consists of approximately 20 gross acres of vacant undeveloped land and 12 acres of offsite improvement areas. Elevations across the Project site range from 1,433 above mean sea level in the southeast corner of the site to approximately 142 feet above mean sea level on the western side of the site. The Project site slopes downward at an approximately 1 percent grade. The existing drainage pattern for the site and the general area is characterized by sheet flows that follow the slope to west towards Trumble Road as shown on **Figure 5.6-1, Existing Drainage Condition**.

The Project site receives runoff from approximately 65 acres easterly of Sherman Road. This tributary area is an existing residential area that is characterized by sheetflow runoff as the streets have no curb and gutters to contain and convey runoff. While there are some minor roadside swales in this tributary area, there is no defined drainage system within the tributary area. Once runoff from the tributary area intersects Sherman Road, runoff ponds on the east side of Sherman Road until enough runoff has accumulated to spillover the centerline of the street and continues to sheetflow across the Project area towards Interstate-215 (I-215). A number of low flow cross-gutters have been constructed across Sherman Road to relieve the low flow ponding that occurs at several areas along the easterly side of Sherman Road. (WEBB-A1, p. 1)

Runoff from the Project site, the area tributary to the Project site, and the surrounding area northerly and westerly of the Project site, all drain to a culvert crossing of I-215. A total of approximately 235 acres is tributary to the existing Caltrans dual 6 foot by 5 foot box culvert crossing underneath I-215 at the west end of Illinois Avenue. Runoff from the area tributary to the box crossing is predominately sheetflow that is collected in a linear basin along the easterly side of I-215 that was constructed with the Classic Pacific Business Park. The Classic Pacific Business Park also constructed a storm drain in Illinois Avenue to collect local runoff but is not designed to collect the runoff from the approximately 235 acres that is tributary to the I-215 box crossing. Downstream of the I-215 box culvert there is a City of Perris maintained storm drain system that collects runoff from the existing shopping center that connects to Riverside County Flood Control and Water Conservation District *Romoland Master Drainage Plan* (MDP) Line A-11. (WEBB-A1, p. 2)



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Sources: Nearmap, 2023;
Riverside Co. GIS, 2022.

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Figure 5.6-1 Existing Drainage Conditions

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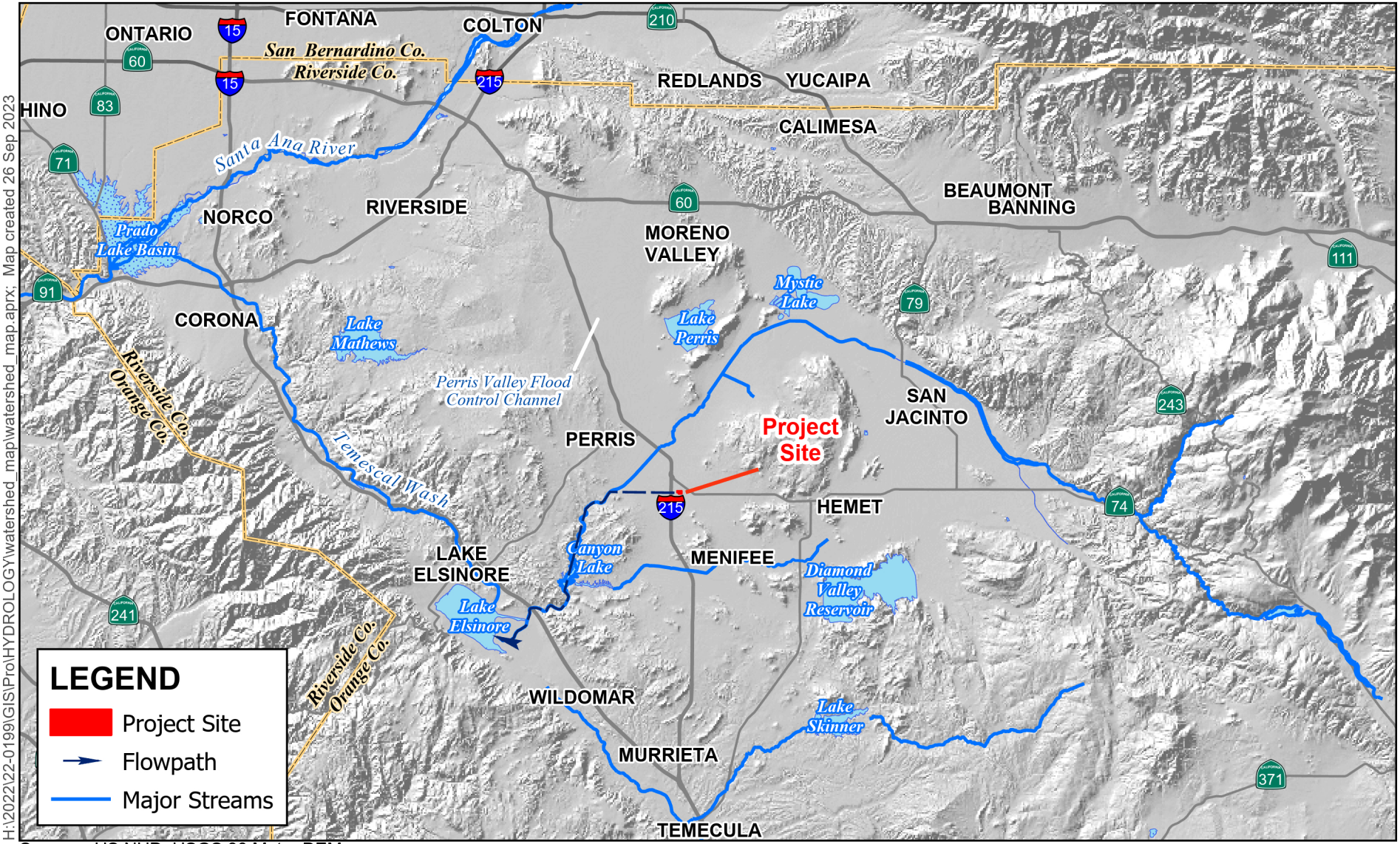
ALBERT A. WEBB ASSOCIATES

Watershed

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. The San Jacinto River is the main drainage feature in the San Jacinto River watershed, in which the Project site is located, as shown in **Figure 5.6-2, Watershed Map**. 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. (GP EIR, pp. IV-48, IV-67). The headwaters of the San Jacinto River begin at Lake Hemet and flow north to Mystic Lake and then turn south toward Canyon Lake. For management purposes, this watershed is divided into seven "reaches" or segments. Specifically, the receiving waters to which the Project site is tributary, include Reach 1 and 3 of the San Jacinto River, Canyon Lake, and Lake Elsinore. (WEBB-B, p. 8).

Groundwater

The Project site is located within the San Jacinto Groundwater Basin, as defined by the California Department of Water Resources *Bulletin 118 Basin No. 8-005* and specifically the Perris South Groundwater Management Zone (GMZ) as defined by the Santa Ana Regional Water Quality Control Board (RWQCB) as shown in **Figure 5.6-3, Groundwater Basins**. Eastern Municipal Water District (EMWD) has been managing groundwater in this area since 1995 under the *West San Jacinto Groundwater Basin Groundwater Management Plan* pursuant to Assembly Bill 3030 (1992). The Department of Water Resources has assigned this basin a priority ranking of "high" according to data assembled by the California Statewide Groundwater Elevation Monitoring Program pursuant to Senate Bill X7-6 (2009). (CASGEM, p. A-27; SARWQCB, p. 3-18).



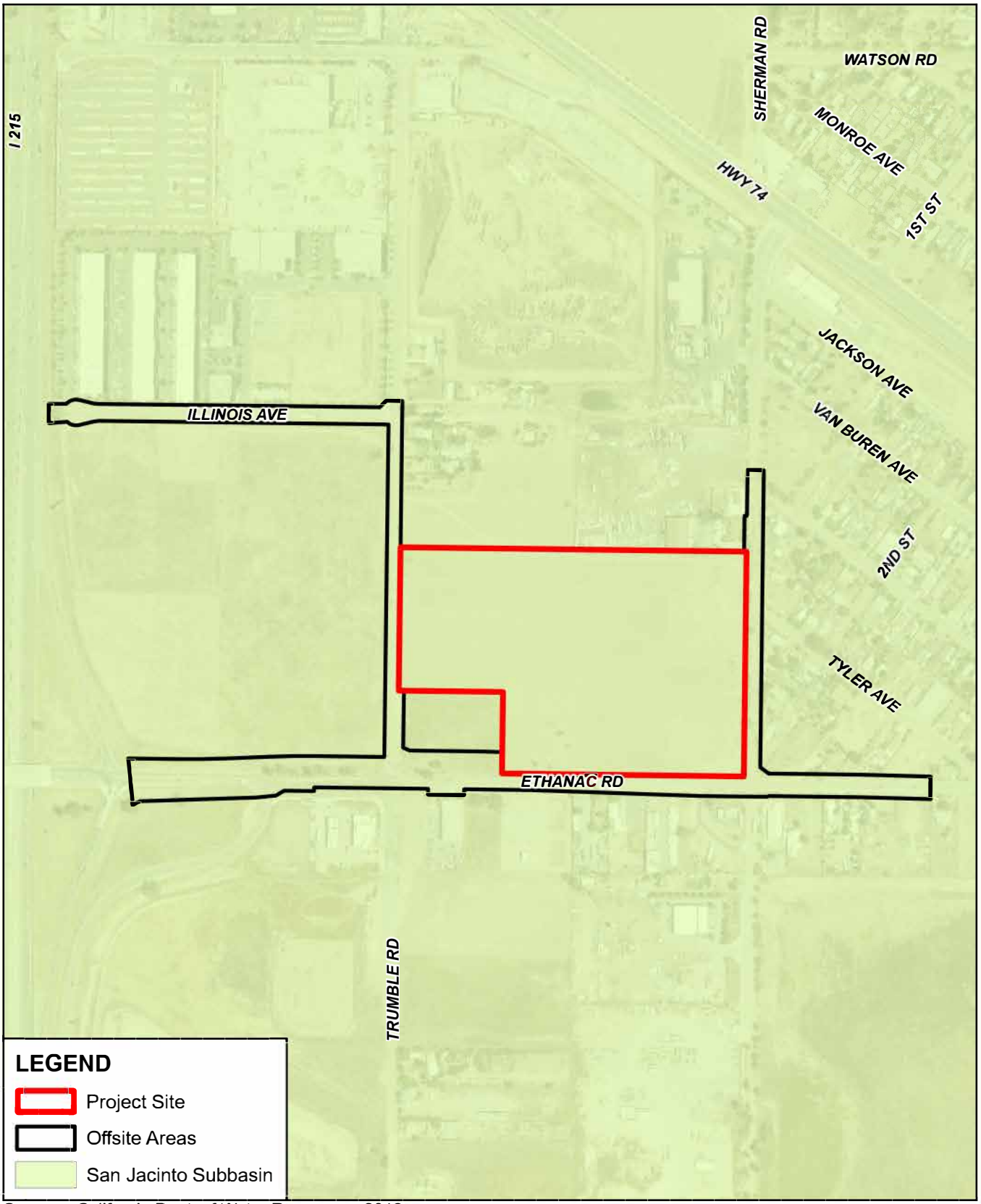
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Sources: US NHD; USGS 30 Meter DEM

Figure 5.6-2 Watershed Map

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Sources: California Dept. of Water Resources, 2019; Riverside Co. 2020.

Figure 5.6-3 Groundwater Basins

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The San Jacinto Groundwater Basin is located is not adjudicated.[1] However, pursuant to the Sustainable Groundwater Management Act of 2014, management of this basin will be conducted by the West San Jacinto Groundwater Sustainability Agency led by the Eastern Municipal Water District (EMWD). On April 27, 2023, the Department of Water Resources-approved EMWD's *Groundwater Sustainability Plan* dated 2021 for the San Jacinto Groundwater Basin. The *Groundwater Sustainability Plan* applies to the entirety of the San Jacinto Groundwater Basin that is not adjudicated (Plan Area) and outlines how sustainability will be achieved by 2042 through the following long-term sustainable water management practices (GSP, p. ES-1):

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

Groundwater within the San Jacinto Groundwater Basin tends to flow from the north, south, and west, towards the South Perris Production Area of the Plan Area. Groundwater elevations within the Plan Area are influenced by the rates of groundwater production and groundwater recharge. Groundwater elevations have been rising since the 1980s despite prolonged periods of drought that have occurred resulting in groundwater recharge that has exceeded groundwater production. (GSP, p. ES-4)

Beneficial Uses and Water Quality Objectives

The Project site is located within the San Jacinto River Watershed, which is a sub-watershed of the Santa Ana River Watershed. The Santa Ana RWQCB regulatory programs for this watershed are guided by the Basin Plan, which establishes both the "beneficial uses" of specific waterbodies and the levels of quality referred to as "water quality objectives" that must be met and maintained to protect those uses. Beneficial uses apply to all surface waters within the region (SARWQCB, p.4-6).

Beneficial uses are all the various ways that water can be used for the benefit of people and/or wildlife. Nineteen beneficial uses are recognized within the Santa Ana Region (SARWQCB, p. 3-2). The San Jacinto River and the local groundwater basins have assigned beneficial uses, which are threatened or lost when water quality objectives are violated.

The beneficial use designations given to the receiving waters of the Project site are provided in **Table 5.6-A, Beneficial Uses and Impairments for Receiving Waters** below:

1. Adjudicated groundwater basins are those where the Court has defined water rights in a "Judgment," and provide Court-supervised basin management by a Watermaster.

Table 5.6-A, Beneficial Uses and Impairments for Receiving Waters

Receiving Water Body	Beneficial Uses	Total Maximum Daily Load	303(d) List Constituents
Canyon Lake	AGR, COMM, GWR, MUN, REC1, REC2, WARM, WILD	Nutrients (TMDL approved 2004)	Nutrients
Lake Elsinore	COMM, RARE, REC1, REC2, WARM, WILD, (all intermittent) Excepted from MUN[1]	-----	-----
San Jacinto River, Reach 3	AGR, GWR, REC1, RARE , REC2, WARM, WILD, (all intermittent) Excepted from MUN[1]	-----	-----
San Jacinto River, Reach 1	AGR, GWR, MUN, RARE, REC1, REC2, WARM, WILD	-----	-----

Definitions of Beneficial Uses	
AGR	Agricultural Supply - Waters used for farming, horticulture, or ranching. Uses may include, but are not limited to, irrigation, stock watering, and support of vegetation for range grazing.
COMM	Commercial and Sport Fishing - Waters used for commercial or recreational collection of fish or other organisms, including those collected for bait. These uses may include, but are not limited to, uses involving organisms intended for human consumption.
IND	Industrial Service Supply - Waters used for industrial activities that do not depend primarily on water quality, including mining, cooling water supply, gravel washing, and fire protection.
GWR	Groundwater Recharge - Waters used for natural or artificial recharge of groundwater for purposes that may include future extraction, maintaining water quality, or halting saltwater intrusion in freshwater aquifers.
MUN	Municipal and Domestic Supply - Waters used for community, military, municipal or individual water supply systems. These uses may include, but are not limited to, drinking water supply.
PROC	Industrial Process Supply - Like IND, waters used for industrial activities that do not depend primarily on water quality, and include process water supply, product manufacturing and food preparation.
RARE	Rare, Threatened or Endangered Species - Waters that support the habitats necessary for the survival and successful maintenance of plant or animal species designated under state and federal laws as rare, threatened, or endangered.
REC1	Water Contact Recreation - Waters used for recreational activities involving body contact with water where ingestion of water is reasonably possible. Uses may include swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing, and use of natural hot springs.
REC2	Non-Contact Water Recreation - Waters used for recreational activities involving proximity to water, but not normally involving body contact with water where ingestion of water would be reasonably possible. These uses may include picnicking, sunbathing, hiking, beachcombing, camping, boating, sightseeing, and aesthetic enjoyment in conjunction of the above activities.
WARM	Warm Freshwater Habitat - Waters that support warm water ecosystems that may include preservation and enhancement of aquatic habitats, vegetation, fish, and wildlife, including invertebrates.
WILD	Wildlife Habitat - Waters that support wildlife habitats that may include the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.

Table 5.6-A, Beneficial Uses and Impairments for Receiving Waters

Source: SARWQCB, Table 3-1; definitions adapted from pp. 3-2 – 3-4.

Notes:

1. Some waters have been specifically excepted from the MUN designation in accordance with the criteria specified in the "Sources of Drinking Water Policy" (SWRCB Resolution No. 88-63).

Pursuant to Section 303(d) of the Clean Water Act, water bodies that fail to meet certain water quality standards are placed on a list of impaired waters (the "303(d) List"). The Santa Ana RWQCB is required to develop a Total Maximum Daily Load that addresses each pollutant causing the impairment. The Total Maximum Daily Load is the process of improving impaired waterbodies by accounting for all sources of the pollutant(s) in question, and then assigning limits to the responsible parties of the pollutant load from each source such that the beneficial uses are met and attained. Canyon Lake is on the 303(d) list of impaired waters for nutrients (phosphorus and nitrogen) coming from nonpoint sources. The Canyon Lake Nutrients Total Maximum Daily Load was adopted by the U.S. Environmental Protection Agency (EPA) in 2005 and is currently in the implementation phase (includes Lake Elsinore). (SARWQCB)

The applicable water quality objectives are provided in **Table 5.6-B, Water Quality Objectives for Receiving Waters** below.

Table 5.6-B, Water Quality Objectives for Receiving Waters

Water Body	Water Quality Objectives (mg/L)						
	Total Dissolved Solids	Hardness	Sodium	Chloride	Total Inorganic Nitrogen	Sulfate	Chemical Oxygen Demand
Lake Elsinore	2,000[1]	--	--	--	1.5	--	--
San Jacinto River, Reach 1	450	260	50	65	3	60	15
San Jacinto River, Reach 3	820	400	--	250	6	--	15
Canyon Lake	700	325	100	90	8	290	--

Source: SARWQCB, Table 4-1.

Notes:

1. Lake volume and quality highly variable

Together, the Beneficial Uses and Water Quality Objectives for Receiving Waters provide the framework for the water quality standards.

Water Quality

Water quality may be impacted by point-source and nonpoint source discharges of pollutants. Common examples of point-sources include wastewater treatment plants and factories, which are typically regulated by waste discharge requirements. Nonpoint source pollution, on the other hand, comes from many diffuse sources including stormwater runoff. Stormwater is considered the leading cause of pollution to surface water and groundwater and is generally regulated through the National Pollutant Discharge Elimination System (NPDES) permit system. The City of Perris is a co-permittee to the Riverside County Municipal Separate Storm Sewer System (MS4) Permit (NPDES No. CAS618033) for the control of pollutant discharges to the watershed. The permittees' stormwater programs are designed to ensure compliance with this NPDES permit; specifically, that discharges that drain to groundwater and surface waters are regulated such that the quality of these receiving waters, and thus beneficial uses, are not adversely impacted. (MS4)

The types of pollutants commonly found in stormwater runoff coming from commercial/industrial developments include metals, nutrients, pesticides, sediments, toxic organic compounds (specifically, solvents), trash/debris and oil/grease.[2] Likewise, parking lots are potential sources of bacterial indicators, metals, nutrients, pesticides, sediments, toxic organic compounds (specifically, petroleum hydrocarbons), trash and oil/grease (WEBB-B, p. 19). These are the "pollutants of concern" for the Project. Pursuant to the MS4 Permit, any stormwater quality treatment systems (Best Management Practices) included on the Project should target treatment of the pollutants of concern.

Groundwater quality in the San Jacinto Groundwater Basin has been impacted by historical agricultural and industrial practices. Constituents of concern in the groundwater include nitrate and total dissolved solids, which have accumulated in the San Jacinto Groundwater Basin over time and currently exceed the water quality objectives established by the SRWQCB Basin Plan. In addition to distributed sources of total dissolved solids and nitrate, point source contaminants from industrial, service commercial (e.g., gas stations, dry cleaners, etc.), and military facilities have locally affected water quality with specific contaminants such as fuels, perchlorate, and PFAS[3]. Historical activities at March Air Reserve Base (MARB), which is the largest and most consequential environmental cleanup site in the Plan Area, have resulted in the detection of elevated concentrations of fuels, oils and solvents; volatile organic compounds (VOCs); polycyclic aromatic hydrocarbons (PAH); and PFAS. (GSP, p. ES-4)

Of the potential constituents of concern measured in the groundwater of the Plan Area, Total dissolved solids and nitrate are the only two for which groundwater quality objectives have been developed in the Basin Plan. This means that the Basin Plan has defined concentrations of these constituents in the groundwater for the "reasonable protection of beneficial uses of water." Other constituents of concern have regulatory thresholds that are applied after the groundwater has been extracted and before it can be served as drinking water. (GSP, p. ES-5).

The San Jacinto Groundwater Basin has an existing network of wells that are used to monitor groundwater conditions. This network includes both dedicated monitoring wells and production wells. The current network is capable of representing groundwater conditions in the Plan Area. The network will continue to be used to monitor groundwater conditions to assess long and short-term trends in

2. If the proposed land use would involve animal waste, bacterial indicators would also be likely. Nutrients, pesticides, and sediment are potential pollutants seeing that non-native landscaping currently exists on the Project site.
3. PFAS stands for per-and polyfluoroalkyl substances, which include the specific chemical compounds: perfluorooctane sulfonate (PFOS) and perfluorooctanoic acid (PFOA).

groundwater elevation and groundwater quality. New monitoring wells associated with groundwater quality improvement projects will be installed in the Plan Area over the next five years. The data from these wells will be evaluated to assess whether or not the wells are suitable for inclusion in the monitoring network for the *Groundwater Sustainability Plan*. These wells monitor changes in ground water conditions, quantify annual changes in water budget components, and monitor groundwater conditions relative to the sustainable management criteria. (GSP, p. ES-16)

Area Flood Control and Drainage Facilities

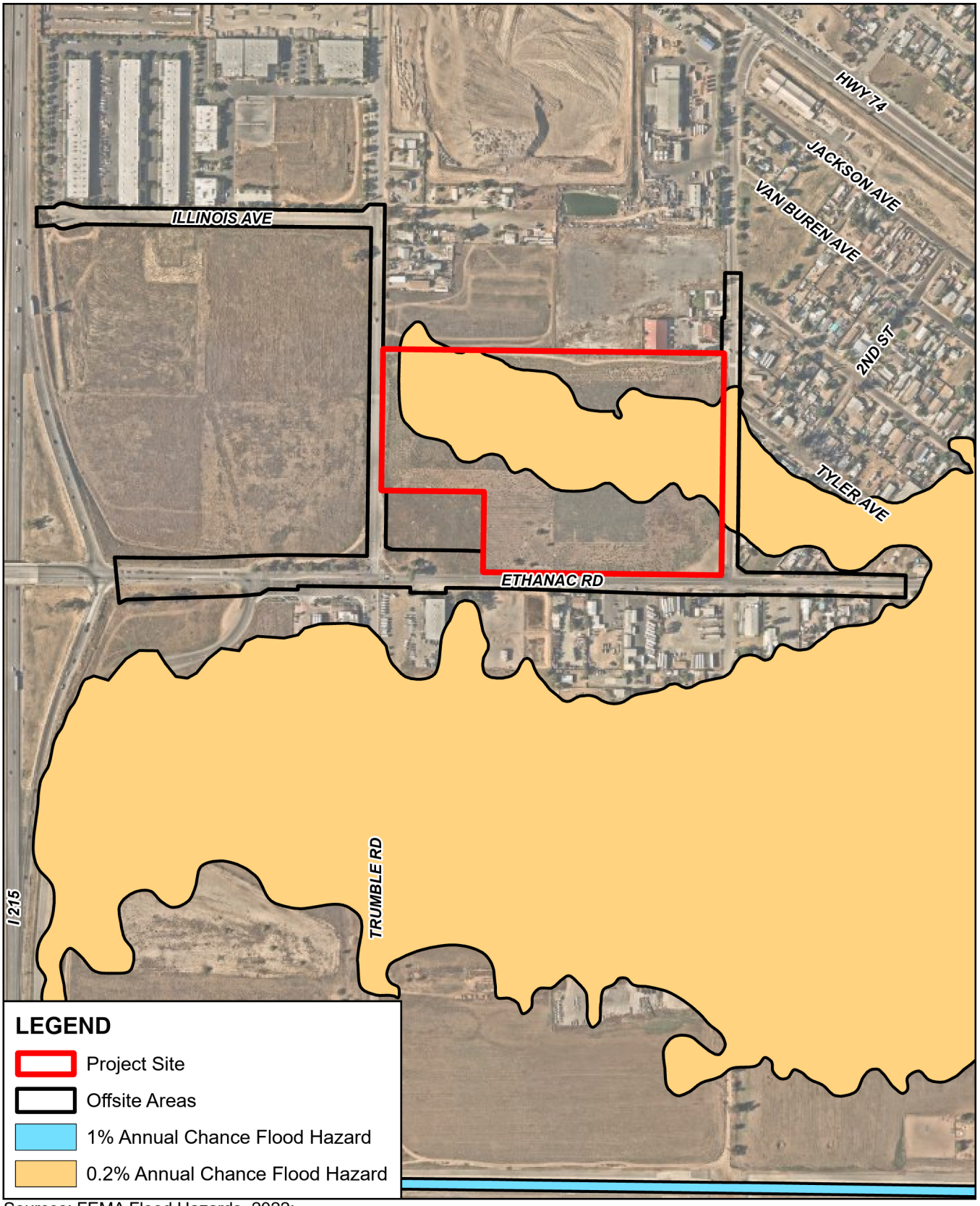
The Project site is located within the City of Perris and is served by the Riverside County Flood Control and Water Conservation District Line A which is located within the area subject to the Romoland MDP. The Romoland MDP outlines a master plan for orderly development of flood control facilities for ultimate "build-out" of the area. Since the City is not yet at "build-out" conditions, the stormwater drainage systems in the City are in differing stages of interim- and ultimate-condition. The existing City-maintained Line A in Illinois Avenue consists of a 36-inch reinforced concrete pipe at the intersection of Trumble Road and Illinois Avenue which traverses west to Insterstate-215, eventually transitioning to a 48-inch reinforced concrete pipe downstream, before out letting to a forebay structure which then connects to MDP Line A-11 via a 6-foot by 5-foot double reinforced concrete box. MDP Line A-11 ultimately connects to MDP Line A. (WEBB-A, p. 3-1)

Accordingly, the Project site is located within the boundaries of the Riverside County Flood Control and Water Conservation District's *Homeland/Romoland Area Drainage Plan* (ADP). While the Romoland MDP plans out an economical drainage plan overview, which provides flood protection for both existing and future development, the Homeland/Romoland ADP is the financing mechanism used to offset taxpayer costs for proposed drainage facilities by imposing fees on new development within the ADP area. (MDP, p. 1; ADP, p.1.)

Currently, offsite flows from the area east of the Project site flow westerly to Sherman Road and across existing ribbon gutters, draining to the Project site. Per the Romoland MDP, the area east of Sherman Road is to be picked up by MDP Line A-1 to be located in Sherman Road and travel north from the existing MDP Line A channel located just north of McLaughlin Avenue. (WEBB- A, p. 1- 1).

Flood Hazard Zones

Flood hazard mapping is an important part of the National Flood Insurance Program, which is a program of the Federal Emergency Management Agency (FEMA). FEMA maintains and updates flood hazard and risk data through the Flood Insurance Rate Maps (FIRMs) and risk assessments. FEMA has mapped the Project site Zone X-Other Flood Areas. These are defined as "areas a 0.2 percent annual chance flood; areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance flood" as shown in **Figure 5.6-4, Flood Insurance Rate Map.** This can be found on FIRM Panel No. 06065C2060H (effective 8/18/2014). Nonetheless, the Project site is not located within a flood hazard zone nor is it located within the Dam Inundation Area for the Lake Perris Dam. (GP SE, p. 17).



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Sources: FEMA Flood Hazards, 2022; Nearmap, 2023; Riverside Co. 2020.

Figure 5.6-4 Flood Insurance Rate Map

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5.6.2 Related Regulations

Federal Regulations

Clean Water Act

The Clean Water Act was designed to restore and maintain the chemical, physical, and biological integrity of the waters in the United States. The Clean Water Act also directs states to establish water quality standards for all waters of the United States and to review and update such standards on a triennial basis. Other provisions of the Clean Water Act related to basin planning include Section 319, which mandates specific actions for the control of pollution from nonpoint sources. The EPA has delegated responsibility for implementation of portions of the Clean Water Act to the California State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs), including water quality control planning and control programs, such as the NPDES program. The NPDES program is a set of permits designed to implement the Clean Water Act that apply to various activities that generate pollutants with potential to impact water quality. Consistent with the anti-backsliding provisions of the Clean Water Act, the renewal, reissuance, or modification of an existing NPDES permit may not contain standards less stringent that those established in the previous permit.

Section 303 of the Clean Water Act requires states to adopt water quality standards for all surface waters of the United States. Section 304(a) requires the EPA to publish water quality criteria that accurately reflect the later scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use.

National Flood Insurance Program

The National Flood Insurance Program was created in 1968 with the passage of the National Flood Insurance Act (1968 Act) through the Code of Federal Regulations, *Title 44, Chapter I, Subchapter B, Part 60, Subpart A* (CFR44). In 1973 the Flood Disaster Protection Act amended the 1968 Act. The Flood Disaster Protection Act requires property owners located in special flood hazard areas to purchase flood insurance. In addition to the requirements to purchase flood insurance, the National Flood Insurance Program sets forth flood plain management criteria for communities seeking to obtain flood insurance eligibility through CFR 44 Section 60.2 and flood plain management criteria for flood-prone areas through CFR 44, Section 60.3 (CFR44).

State Regulations

Porter-Cologne Water Quality Control Act

The Clean Water Act requires states to conduct assessments of water quality to identify water bodies that do not meet water quality standards. In California, the Clean Water Act is implemented by the SWRCB, and the nine RWQCBs. The California Porter-Cologne Water Quality Control Act (Division 7 of the California Water Code) authorizes the oversight of regulatory activities within each RWQCB basin.

Water Code Section 13241 identifies the factors that the RWQCB must consider, at a minimum, when establishing water quality objectives to ensure the reasonable protection of beneficial uses and the prevention of nuisance. Among these factors are the “Past, present, and probable future beneficial uses of water” (Water Code § 13241(a)). Beneficial uses are identified by the RWQCB as “existing,” “potential,” or “intermittent” uses. Determination of an “existing” use is done with documentation of the existence of those uses. “Potential” beneficial uses are assumed to be the same as “probable future” beneficial uses. “Intermittent” uses are those that occur only seasonably because of limiting

environmental conditions, and those uses which are dependent on and occur only when sufficient flow exists (RWQCB, p. 2-2).

The Clean Water Act prohibits the discharge of pollutants to waters of the United States unless the discharge is in compliance with an NPDES permit. Some of the NPDES permits are managed on a statewide basis by the SWRCB (i.e., General Permits), including the General Industrial Activities Storm Water Permit (IGP) and the General Construction Activity Storm Water Permit. In addition, the SWRCB issues two statewide municipal permits for Caltrans-managed storm sewer systems and MS4s.

Construction Stormwater General Permits
The Construction Stormwater General Permit (Order 2009-0009-DWQ) applies to construction sites that disturb one or more acres of soil, or projects less than one acre but are part of a larger common plan of development. The primary requirement of the general construction permit is development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer and implemented/monitored onsite by a certified Qualified SWPPP Practitioner. The purpose of the SWPPP is to apply appropriate sediment and erosion control Best Management Practices (BMPs) to reduce or eliminate pollutants in stormwater runoff. BMPs can include source control methods such as site housekeeping and secondary containment structures, as well as detention basins for capture and containment of sediments; use of silt fencing, sandbags, and/or straw bales.

The statewide General Industrial Activities Stormwater Permit (Order 2014-0057-DWQ) regulates post-construction discharges associated with ten federally defined categories of industrial activities based on the appropriate Standard Industrial Classification (SIC) code. This permit also requires certain BMPs, a site-specific SWPPP and monitoring plan. The Santa Ana RWQCB also adopted a sector-specific general permit specifically for metal scrap recyclers within the Santa Ana River Watershed, which includes the Perris Valley. (Order R8-2012-0012.)

The MS4 permit program regulates all stormwater discharges from municipal storm drains, including the City of Perris. The Santa Ana RWQCB oversees three MS4 permits: one each for Orange, Riverside, and San Bernardino Counties. The Riverside County MS4 permit (Order RB8-2010-0033) requires the principal permittee (Riverside County Flood Control and Water Conservation District) and co-permittees (County of Riverside and cities, including the City of Perris) to develop several items that generally reduce pollutants in urban runoff to the Maximum Extent Practicable.[4] This includes “Local Implementation Plans” describing the enforceable elements of an agency’s urban runoff compliance program, as well as a “Watershed Action Plan” and “Hydromodification Management Plan” to address impacts from urbanization. Likewise, a “Drainage Area Management Plan” is periodically updated by the principal permittee to document MS4 permit compliance programs and to provide guidance to co-permittees for Local Implementation Plans. The principal permittee also developed a “Comprehensive Nutrient Reduction Plan” to identify specific actions that Permittees will perform to achieve compliance

4. The term, Maximum Extent Practicable (or MEP) comes from the federal Clean Water Act, §402(p)(3)(B). The MEP standard involves applying BMPs that are effective in reducing the discharge of pollutants in storm water runoff. In discussing the MEP standard, the State Board has said the following: "There must be a serious attempt to comply, and practical solutions may not be lightly rejected. If, from the list of BMPs, a permittee chooses only a few of the least expensive methods, it is likely that MEP has not been met. On the other hand, if a permittee employs all applicable BMPs except those where it can show that they are not technically feasible in the locality, or whose cost would exceed any benefit to be derived, it would have met the standard. MEP requires permittees to choose effective BMPs, and to reject applicable BMPs only where other effective BMPs will serve the same purpose, the BMPs would not be technically feasible, or the cost would be prohibitive." (Order WQ 00-11, p.20).

with the Lake Elsinore and Canyon Lake Nutrient Total Maximum Daily Load. In addition, the "Consolidated Monitoring Program" defines the monitoring locations and methods to evaluate BMP effectiveness. Lastly, the MS4 permit requires a "Water Quality Management Plan" (WQMP) for most new development and certain redevelopment projects. Like the construction SWPPP, the WQMP identifies how site design elements, source control methods and treatment control BMPs in the post-construction phase will minimize pollutant loads to the municipal storm drain in the long-term. The WQMP also requires projects to address hydromodification effects (or "Hydrologic Conditions of Concern"). A hydrologic condition of concern exists when the alteration of a site's hydrologic regime caused by development would cause significant impacts on downstream channels and aquatic habitats, alone or in conjunction with impacts of other projects (RCFC-A; RCFC-B).

Qualifying projects submitted to the City of Perris are required to provide a project specific WQMP prior to the first discretionary project approval or permit. Project applicants may submit a preliminary project specific WQMP for discretionary project approval (i.e., land use permit); however, a final version would be submitted for review and approval prior to the issuance of any grading or building permits.

Sustainable Groundwater Management Act of 2014
The Sustainable Groundwater Management Act of 2014 requires for the first-time statewide groundwater management for the purpose of bringing groundwater basins into balanced levels of pumping and recharge. Groundwater Sustainability Agencies are created to create Groundwater Sustainability Plans for each high- and medium-priority basin, as ranked by the Department of Water Resources. Groundwater sustainability plans are detailed road maps for how groundwater basins will reach long term sustainability. Under the Sustainable Groundwater Management Act, these basins should reach sustainability within 20 years of implementing their sustainability plans (2042).

Regional Regulations

Riverside County Flood Control and Water Conservation District
The Riverside County Flood Control and Water Conservation District develops master drainage plans that outline a master plan of facilities for drainage solutions as the area builds out. The Riverside County Flood Control and Water Conservation District also maintains area drainage plans, which are a financing mechanism used to offset taxpayer costs for proposed drainage facilities. The Subdivision Map Act requires that agencies imposing fees have a general drainage plan for the fee area, a special fund for the fees and an equitable distribution of the fees prior to implementation. (ADP, p. 1). Developments falling under the Subdivision Map Act (those requiring a division of lands) pay fees on a per acre basis. The ADP *Rules and Regulations* establish guidelines used in the administration of ADPs including design and construction responsibilities and fee credit determination (RCFC-C). Since the Project site is located within the *Homeland/Romoland ADP*, development proponents will be subject to applicable ADP fees. ADP fees are paid at the time of tentative map recordation, unless deferred by the developer to the grading permit or building permit stage. The actual ADP fee paid by developments may be less than the current fee amount per acre, due to credits for drainage infrastructure previously constructed or drainage facilities constructed, as part of development proposals. On the other hand, the fee amount may be greater at the discretion of the City. Although the ADP fee is established for subdivisions, Riverside County's *Rules and Regulations for Administration of Area Drainage Plans* provides for the payment of ADP fees for other discretionary land uses when a determination has been made that the approved land use will increase runoff which may require earlier construction of downstream Area Drainage Plan facilities (pursuant to Riverside County Ordinance No. 460).

Local Regulations

City of Perris Comprehensive General Plan 2030

The following applicable goals and policies from the City of Perris General Plan pertain to hydrology and water quality (GP SE, pp.13, 18; GP CE, pp. 46 – 49; GP LU, p. 91).

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.3	For those public and private projects that are also subject to federal or State approval with respect to impacts to the Waters 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 V	Provide an adequate water supply 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.
Measure V.A.1	Work with Eastern Municipal Water District to ensure that development does not outpace projections consistent with Eastern Municipal Water District's Urban Water Management Plan.
Measure V.A.2	Require use of new technologies and water conserving plant materials for landscaping.
Measure V.A.3	Participate with the Eastern Municipal Water District to develop and implement water conservation programs and to encourage use of water conserving technologies.
Goal VI	Achieve regional water quality objectives and protect the beneficial uses of the region's surface and groundwater.
Policy VI.A	Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).
Measure VI.A.1	Adopt a Stormwater Ordinance per Santa Ana Regional Area Management Plan (DAMP) requirements for stormwater management and discharge control.
Measure VI.A.2	Evaluate the Planning Department's CEQA implementation procedures to ensure adequate consideration of water quality impacts and mitigation measures as part of Initial Studies/Mitigated Negative Declarations and Environmental Impact Reports.

Measure VI.A.3	Prior to issuance of any grading permit involving a disturbance of one or more acres of land requires proof of a RWQCB San Jacinto Watershed Construction Activities Permit[5] and a Storm Water Pollution Prevention Plan.
Measure VI.A.4	Review water quality impacts during the project review and approval phases to ensure that appropriate BMPs are incorporated into the project design and long-term operations.
Measure VI.A.5	In accordance with the Riverside County NPDES, enact a Water Quality Management Plan to review and regulate new development approvals.
Measure VI.A.6	Continue to fulfill the City's obligation as Co-Permittee under the [MS4] NPDES permit for Riverside County.
Goal VIII	Create a vision for energy and resource conservation and the use of green building design for the City which provides for the protection of the environment while improving the quality of life and promoting sustainability.
Policy VIII.A	Adopt and maintain development regulations, which encourage water and resource conservation.
Measure VIII.A.2	Use indigenous and/or drought-resistant planting and efficient irrigation systems with smart controls in all new and refurbished commercial and industrial development projects. Also, restrict use of turf to 25 percent or less of the landscaped areas.
Measure VIII.A.4	Use gray water, and water-conserving appliances and fixtures within all new commercial and industrial developments.
Measure VIII.A.5	Use permeable paving materials within developments to deter water runoff and promote natural filtering of precipitation and irrigation waters.
Measure VIII.A.7	Create and maintain reclaimed water systems to provide reclaimed water for irrigation of municipal and commercial landscaping.
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.
Measure II.A.1	Prepare and adopt a revised Area Drainage Plan including "regional" stormwater detentions basins capable of serving contributory areas of at least 100 acres.

5. The San Jacinto Watershed Construction Activities Permit expired January 1, 2006. Permittees, developers, and engineers under this Order were notified November 23, 2005 to obtain coverage under the Statewide Construction General Permit. All proposed and ongoing construction activities under the San Jacinto watershed should now be covered by the General Permit.

Safety Element

Goal S-2	A community designed to effectively respond to emergencies and ensure the safety of residents and businesses.
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.
Measure S-2.4b	Revise the development impact fee program to fully fund all infrastructure construction and improvements identified as attributable to new development.
Goal S-4	A community where the potential impacts associated with flood-related hazards are minimized.
Policy S-4.1	Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.
Policy S-4.3	Require new development projects and major remodels to control stormwater run-off on site.
Policy S-4.4	Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).
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.
Measure S-4.2b	Periodically update the Master Drainage Plan Fees to fund drainage improvements.

City of Perris General Plan EIR

There are no applicable mitigation measures from the EIR for the Perris General Plan that pertain to hydrology and water quality.

City of Perris Municipal Code

The following sections of the City's Municipal Code are applicable and pertain to hydrology and water quality:

Title 14 – Water and Sewer (Chapter 14.22 - Stormwater/Urban Runoff Management and Discharge Control). The purpose of this chapter is to ensure the environmental protection and public health, safety, and general welfare of City residents by 1) Prohibiting non-stormwater discharges into the stormwater conveyance system; 2) Eliminating discharges into the stormwater conveyance system from spills, dumping, or disposal of materials, other than stormwater or permitted or exempted discharges; 3) Reducing pollutants in stormwater discharges, including those pollutants taken up by stormwater as it flows over urban areas (urban runoff), to the maximum extent practicable; and 4)Reducing pollutants in stormwater discharges to achieve applicable water quality objectives for receiving waters within the City and Santa Ana River Watershed. The intent of this chapter of the Perris Municipal Code is to protect and enhance the water quality of the City of Perris water courses, water bodies, groundwater, wetlands, and regional receiving waters in a manner pursuant to and consistent with the Clean Water Act (33 U.S.C. §

1342), and California RWQCB NPDES Order No. R8-2010-0033 (NPDES No. CAS 618033) and any amendment, revision, or reissuance thereof.

Title 18 – Subdivisions (Chapter 18.32 – Reservations and Fees). The purpose of this chapter is to establish reimbursement agreements or funding procedures related to benefit districts. Additionally, this chapter establishes drainage fees for the construction of drainage facilities as a condition of the division of land for the Homeland/Romoland ADP.

5.6.3 Comments Received in Response to the Notice of Preparation and Draft EIR Scoping Meeting

One written comment was received regarding hydrology and water quality in response to the Notice of Preparation. The comment letter was received from the City of Menifee and is included in Appendix A.3 of this Draft EIR. A summary of the written comment letter can be found in *Table 2.0– A, Written Comments Received During the Notice of Preparation Comment Period* in the Introduction section of this Draft EIR.

One verbal comment regarding hydrology and water quality was also provided at the October 18, 2023 Draft EIR public scoping meeting. The verbal comments received are summarized in *Table 2.0–B, Verbal Comments Provided During the Draft EIR Scoping Meeting* in the Introduction section of this Draft EIR. All hydrology and water quality comments are addressed in this Section.

5.6.4 Thresholds of Significance

The City of Perris has not established local CEQA significance thresholds and instead, defers to the Thresholds of Significance identified in Appendix G ("Environmental Checklist") to the State *CEQA Guidelines*. Impacts related to this Project may be considered potentially significant if the proposed Project would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
    - result in substantial erosion or siltation on- or off-site;
    - substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
    - create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
    - impede or redirect flood flows
- Conflict with or obstruct implementation of a water quality control plan of sustainable groundwater management plan.

5.6.5 Project Design Features

The hydrology and water quality design considerations required are described above under "Local Regulations," which include complying with NPDES Order No. R8-2010-0033 (MS4 permit) in the form of a City-approved WQMP that incorporates Low Impact Development principles when feasible and source control features, as well as consistency with City and Riverside County Flood Control and Water Conservation District standards. The Project includes construction of on- and off-site drainage facilities. The proposed onsite flows would be directed to an underground chamber and pumped out at a rate of 1 cubic foot per second and in a proposed storm drain within Trumble Road that connects to the existing Illinois Avenue storm drain.

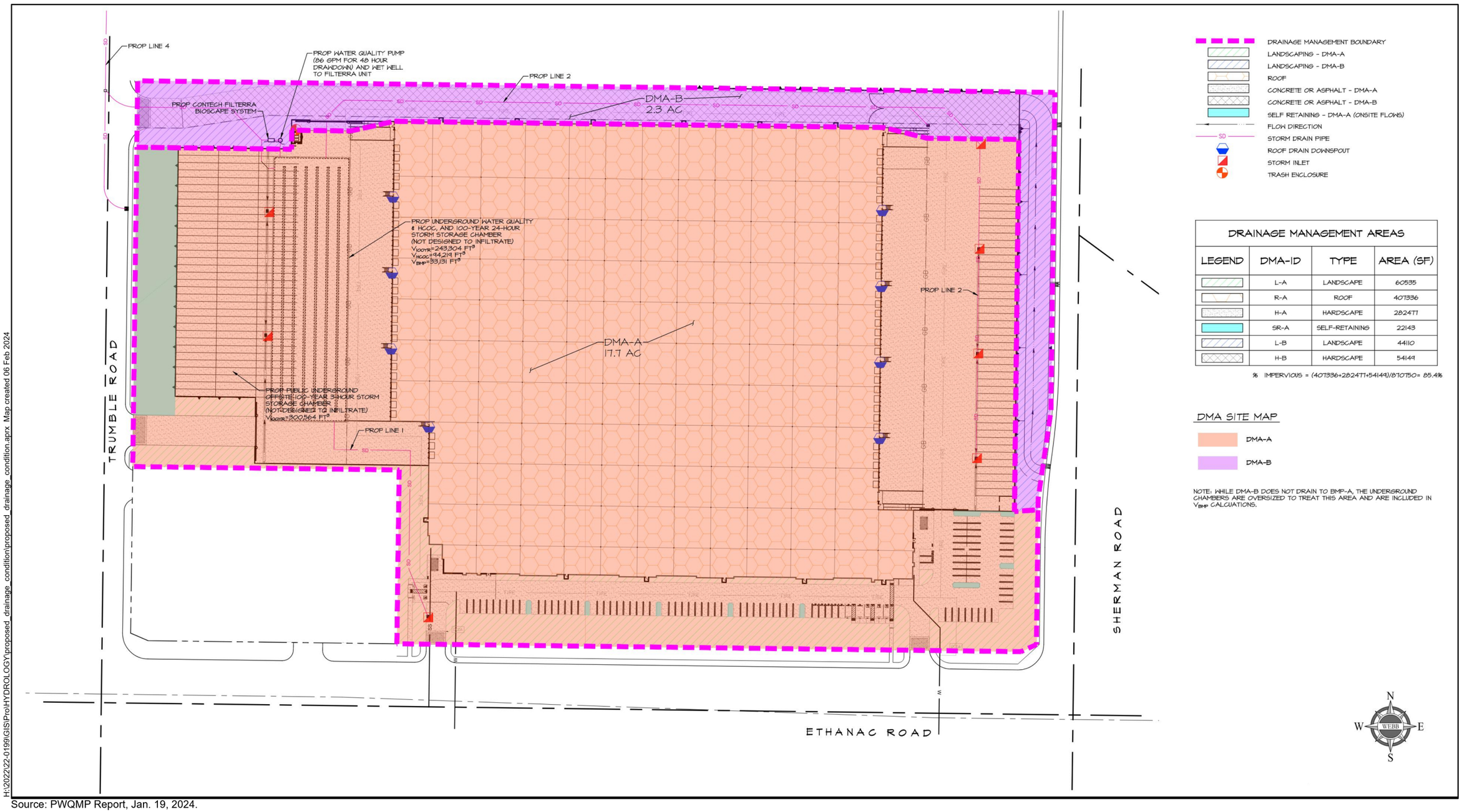
The offsite runoff from the approximately 65 acres of residential land east of Sherman Road that is naturally tributary to the Project will be perpetuated across the proposed Project site to Trumble Road. Offsite flows would be captured via reverse under sidewalk drains in Sherman Road and conveyed via a proposed earthen channel along the eastern side of the Project site. Then offsite flows would make their way across the north end of the site by sheet flowing along the northern driveway and outlet to Trumble Road. Catch basins would be added within Trumble Road. Offsite flows collected by the catch basin system would then be conveyed by the proposed storm drain in Trumble Road, then to City maintained Line A within Illinois Avenue. A second storm drain line running parallel with Line A within Illinois Avenue may be included to provide additional capacity. The higher flows not captured by the catch basins, would continue to sheet flow westerly towards Interstate-215.

The proposed drainage system as reflected in **Figure 5.4-5, Proposed Drainage Facilities**, includes onsite curb and gutter, ribbon gutters, on- and off-site subsurface storm drain pipes, one underground storage chamber, onsite system for water quality treatment, catch basins, and pumps as follows:

- Private storm drain Line 1 – storm drain from the southwest portion of the building
- Private storm drain Line 2 – storm drain line from east side of building
- Public storm drain Line 4 – Public 24-inch reinforced concrete pipe storm drain within Trumble Road
- Gravity Line – 18-inch gravity line for emergency escape for underground chamber
- Potential storm drain line parallel to Line A in Illinois if required by City

As an alternative to the proposed drainage system above with respect to capturing offsite flows, a storm drain line may instead be provided along the northern portion of the project site to collect and convey offsite flows to an additional underground chamber that may require maintenance assistance from the City as reflected in **Figure 5.4-6, Optional Drainage Facilities**. In addition to the project design features described above, this option would also include:

- Public storm drain Line 3 – Public 60-inch reinforced concrete pipe storm drain along northern portion of the site designed to capture offsite flows from the east.
- Private storm drain Line 5 – 12-inch reinforced concrete pipe for larger storm events exiting underground chamber.



DRAINAGE MANAGEMENT AREAS

LEGEND	DMA-ID	TYPE	AREA (SF)
	L-A	LANDSCAPE	60535
	R-A	ROOF	407336
	H-A	HARDSCAPE	282477
	SR-A	SELF-RETAINING	22143
	L-B	LANDSCAPE	44110
	H-B	HARDSCAPE	54149

% IMPERVIOUS = (407336+282477+54149)/810750= 85.4%

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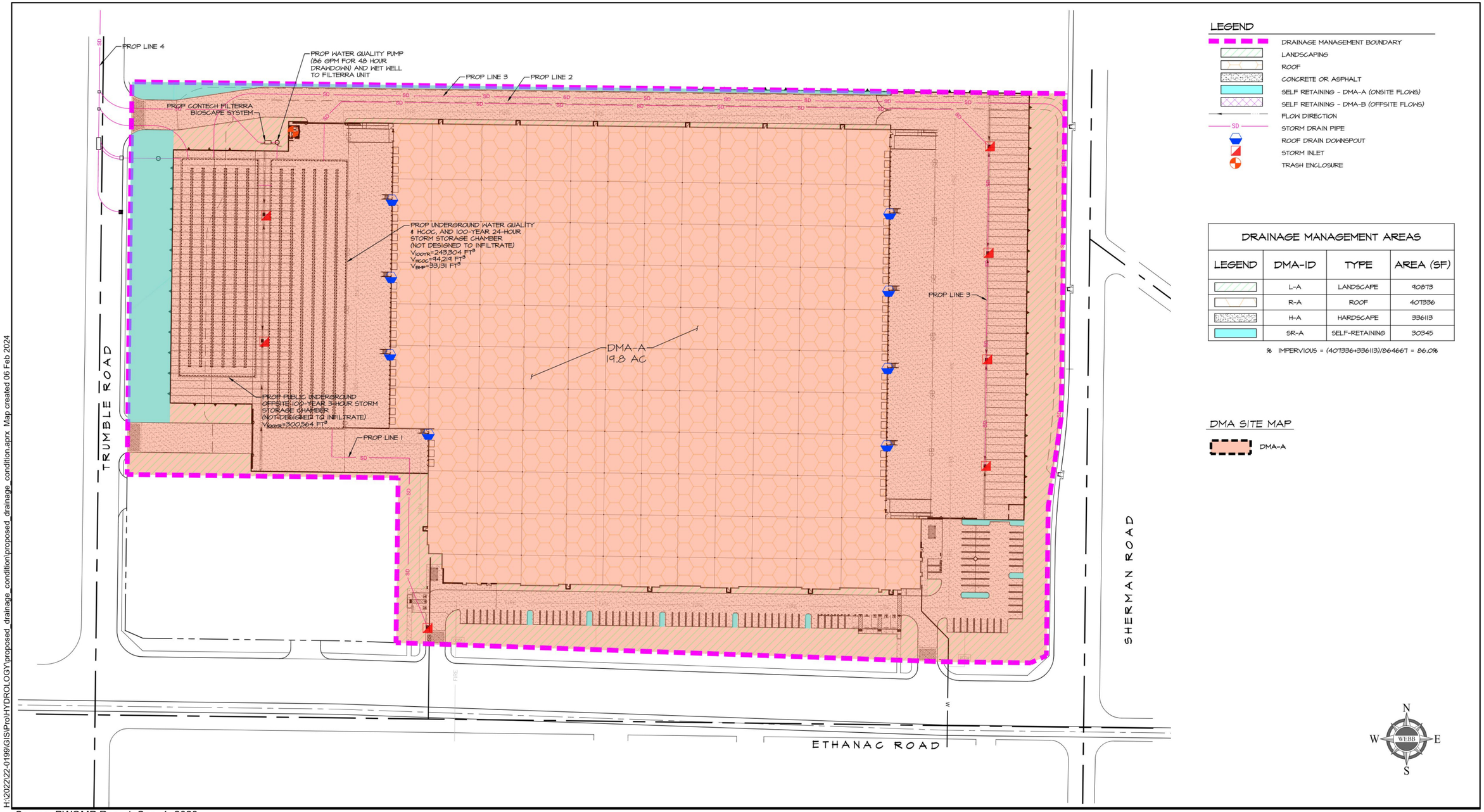
Source: PWQMP Report, Jan. 19, 2024.

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Figure 5.6-5 Proposed Drainage Facilities

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LEGEND

- DRAINAGE MANAGEMENT BOUNDARY
- LANDSCAPING
- ROOF
- CONCRETE OR ASPHALT
- SELF RETAINING - DMA-A (ONSITE FLOWS)
- SELF RETAINING - DMA-B (OFFSITE FLOWS)
- FLOW DIRECTION
- STORM DRAIN PIPE
- ROOF DRAIN DOWNSPOUT
- STORM INLET
- TRASH ENCLOSURE

DRAINAGE MANAGEMENT AREAS

LEGEND	DMA-ID	TYPE	AREA (SF)
	L-A	LANDSCAPE	90873
	R-A	ROOF	407336
	H-A	HARDSCAPE	336113
	SR-A	SELF-RETAINING	30345

% IMPERVIOUS = (407336+336113)/864667 = 86.0%

DMA SITE MAP

DMA-A

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Source: PWQMP Report, Sep. 1, 2023.

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Figure 5.6-6 Optional Drainage Facilities
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5.6.6 Methodology

Technical reports were prepared to analyze drainage and water quality impacts of the proposed Project based on the land uses presented in *Section 3.0 – Project Description* of this Draft EIR. Hydraulic analyses were performed for the pre-project and post-project channel to determine the pre-project and post-project flooding limits. The Riverside County Flood Control and Water Conservation District Hydrology Manual was used to develop the hydrological parameters for the unit hydrograph analyses. The Project site is not located within an area determined to be exempt from a requirement to match proposed flow rates to not more than existing flow rates; this is referred to as a hydromodification requirement or hydrologic condition of concern. Hence, the Project site is subject to hydrologic condition of concern mitigation. (WEBB-A, pp. 1-1, 1-2). The analysis below is based on the result of the *Drainage Analysis, Preliminary Water Quality Management Plan, and Technical Memorandum*.

5.6.7 Environmental Impacts

Threshold A: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Offsite Drainage

The Project site, in its current condition, receives offsite flows from approximately 65 acres easterly of Sherman Road. These offsite runoff flows from the area east of the Project site bypass the existing ribbon gutters and enter the Project site so both the *Drainage Analysis* and *Preliminary Water Quality Management Plan* account for these offsite flows. The Romoland MDP identifies that these offsite flows are to be intercepted by future MDP Line A-1 that is to be located within Sherman Road north of the existing MDP Line A channel that is located just north of McLaughlin Avenue. A preliminary profile of MDP Line A-1 was conducted as part of the *Drainage Analysis* to determine MDP Line A-1's ability to intercept these offsite flows before they enter the Project site. This profile ran MDP Line A-1 from the existing MDP Line A located just north of McLaughlin Avenue north within Sherman Road to the mid-point of the Project site. The profile utilized a minimum grade of 3 percent and preliminary MDP facility sized ranging from 39-inch to 72-inch reinforced concrete pipe. This approach showed that once the pipe reaches Ethanac Road as a 48-inch reinforced concrete pipe, cover over the storm drain line would be approximately one foot. Once the pipe extends north of Ethanac Road, it was modeled as a 42-inch reinforced concrete pipe, but the cover over the pipe became non-existent with up to two feet of the 42-inch reinforced concrete pipe above the existing street surface. (WEBB-A, p 1-2)

In addition to these vertical constraints, there are existing utilities at the intersection of Ethanac and Sherman Roads as well as along Sherman Road, north of Ethanac Road. The existing utilities consist of gas lines ranging from 2 inches to 6 inches, water lines ranging from 8 inches to 20 inches, sewer lines ranging from 8-inches to 15-inches, as well as raw water lines and communications conduit. These existing utilities present additional vertical and horizontal constraints to installing MDP Line A-1 in Sherman Road. (WEBB-A, p 1-2)

Based on these constructability constraints of MDP Line A-1 in Sherman Road, offsite flows east of Sherman Road would instead be captured via reverse under sidewalk drains within Sherman Road and conveyed via a proposed earthen channel along the eastern side of the Project site. Then offsite flows would make their way across the north end of the site by sheet flowing along the northern driveway and outlet to Trumble Avenue. Catch basins would be added within Trumble Road. Offsite flows collected by the catch basin system would then be conveyed by the proposed storm drain in Trumble Road, then to the existing City maintained Line A in Illinois Avenue. A second storm drain line running parallel with Line

A in Illinois Avenue may be included to provide additional capacity. The higher flows not captured by the catch basins, would continue to sheet flow westerly to Interstate-215. The offsite area that is tributary to the site currently generates a peak volume of 5.23 acre-feet and a peak flow of 133.7 cubic feet per second in the 100-year 1-hour storm event. (WEBB-A1, p. 3)

As an alternative to the proposed drainage system with respect to capturing offsite flows, these flows may instead be collected via proposed catch basins in Sherman Road which would be conveyed within proposed public storm drain Line 3 as reflected in *Section 5.6.5 – Project Design Features* above, consisting of a 60-inch reinforced concrete pipe confirmed to handle peak flows across the northern portion of the Project site. Offsite flows are not required to be treated but these flows would be filtered for sediment as they enter the Project site and held in a proposed onsite public underground chamber on the westernmost side of the Project site. The 100-year 3-hour storm event would generate peak flows of 163 cubic feet per second and volumes of 242,154 cubic feet (WEBB-A, p. 4-2). As such, the public underground chamber would be designed to accommodate these flows which would then ultimately be conveyed into public storm drain Line 4 in Trumble Road.

These offsite flows would be pumped out of the underground storage chamber via a 10 cubic feet per second pump into proposed storm drain Line 4 where they would confluence with onsite flows as they leave the site. Offsite flows from the improved half of Trumble Road would be collected via a catch basin. These flows would confluence with the onsite Project flows and offsite Project flows from east of the Project site. These produce a total confluence flow of 17 cubic feet per second requiring a 24-inch reinforced concrete pipe for proposed storm drain Line 4. All combined flows then travel to City Line A where it connects to MDP Line A-11 and ultimately MDP Line A. There would also be an 18-inch gravity line that exits near the top of the storage chamber to connect to Line 4, acting as an emergency escape for the chamber. (WEBB-A, p. 2-2)

Under the alternative offsite drainage option, proposed Line 5 would connect the onsite underground storage chambers to the proposed public underground storage chambers that detain offsite flows. In the 100-year 24-hour storm event, peak flows would be estimated at 9.88 cubic feet per second and volumes at 5.6 acre-feet which equate to the need to hold 242,154 cubic feet in a larger storm event. The underground storage chamber would be sized to accommodate 372,000 cubic feet of storage to not only address hydrologic condition of concern mitigation but retain this larger storm event volume. The larger storm flows would leave the onsite underground chambers via proposed storm drain Line 5 sized as a 12-inch reinforced concrete pipe; sized to adequately allow for 8 cubic feet per second of inflow into the basin that detains offsite flows. The invert of proposed Line 5 as it exits the chamber would be set at the top of the hydrologic condition of concern ponding elevation to ensure that only larger storm flows exit Line 5. (WEBB-A, pp. 4-1, 4-2, WEBB-B, p. 7)

Onsite Drainage

In the existing undeveloped site condition, Project site peak flows in the 2-year 24-hour storm event are 0.43 cubic feet per second and volumes are 0.3 acre-feet. In the developed Project site condition, the amount of impervious surface area would increase. Consequently, peak flows would increase to 3.56 cubic feet per second and volumes would increase to 2.2 acre-feet during this same storm event.

In the developed site condition, onsite stormwater runoff would be conveyed throughout the site via proposed ribbon gutters and curbs/gutters and be captured by a network of drainage inlets provided at low points on the site. Proposed and privately maintained storm drain Lines 1 and 2 would convey these captured flows towards an underground storage chamber on the western side of the site (easternmost

underground chamber) where they would be pumped into a proposed biotreatment device for water quality treatment. Proposed Line 1 would drain from the southwest portion of the building, while proposed Line 2 would drain from the east side of the building. A few inlets would also be provided on the western side of the Project site where trailer parking is proposed, with short laterals that would connect directly into the underground chamber. The treated storm water would then gravity flow to proposed public storm drain Line 4 in Trumble Road. Public storm drain Line 4 in Trumble Road would be constructed in Trumble Road traversing north of the site to Illinois Avenue where it would connect with existing City Line A. Existing City Line A connects to existing MDP Line A-11 via a 6-foot by 5-foot reinforced concrete box under Interstate-215 (I-215), which ultimately connects to MDP Line A. (WEBB-A, pp. 1-1, 1-2, 4-1)

Because the Project site is subject to hydrologic condition of concern mitigation, the *Drainage Analysis* determined a hydrologic condition of concern volume of approximately 93,600 cubic feet would need to be accounted for in the onsite underground chamber. The onsite underground chambers has been designed to accommodate the HCOC volume. In addition to this and the water quality volume, the underground chamber has been sized to accommodate the onsite 100-year storm volume with will gravity to proposed public storm drain Line 4.

Drainage Conclusion

MDP Line A-11's reinforced concrete box under I-215 has a flow capacity of approximately 404 cubic feet per second. Peak flow of the total area tributary to Line A-11, including development of the Project site is 358.3 cubic feet per second in the 100-year 1-hour storm event. Hence, the existing culvert has the capacity to convey the existing condition runoff under I-215. The proposed Project would reduce the peak runoff to the I-215 culvert crossing by implementing an onsite storage and pumping system to control runoff to levels significantly below existing conditions. The Project would be designed to allow offsite runoff tributary to the Project to continue to sheet flow across the Project or be captured in a public underground storage chamber in the alternative option. Either way, with development of the proposed Project, there would be a reduction in the total runoff to the I-215 culvert, thereby reducing drainage impacts in the area. (WEBB-A1, p. 4-5)

Water Quality

Potential impacts from the Project on surrounding water quality is discussed in terms of two phases of development: construction and operation.

Construction

Construction of the proposed Project may potentially result in discharges that would violate water quality standards if not adequately addressed. However, the Project would be required to comply with the NPDES Construction Stormwater General Permit, which includes Waste Discharge Requirements for discharges of storm water runoff associated with construction and land disturbance activities. The Construction Stormwater General Permit requires preparation of an effective SWPPP, which describes erosion and sediment control BMPs to prevent stormwater pollution during construction. The SWPPP must be prepared by a Qualified SWPPP Developer and implemented onsite by a Qualified SWPPP Practitioner (CGP, pp. 32-33). The Project is anticipated to be a "Risk Level 1" construction site according to the General Construction Permit (p. 34 and Attachment C). Risk Level 1 requirements include the following:

- Narrative (not numeric) effluent standards;

- Good Site Management or "housekeeping" measures for construction materials, waste management, vehicle storage and maintenance, landscape materials, and potential pollutant sources;
- Non-Storm Water Management;
- Erosion Control;
- Sediment Controls;
- Run-On and Runoff Controls;
- Inspection, Maintenance and Repair;
- Construction Site Monitoring Program:
    - Visual inspections for non-storm water discharges (quarterly), pre-storm event (baseline), daily during qualifying storm events of BMPs, and post-storm; and
- Provide documentation in Annual Report and pay annual fee.
- Terminate permit coverage when the site is proven 70 percent stabilized with photos, computational proof, or a custom method.

Through compliance with the regulatory requirements of the NPDES Construction Stormwater General Permit, the Project is not expected to violate any water quality standards or waste discharge requirements during construction.

Operation

Post-construction operation of the proposed Project may potentially result in discharge of pollutants that could violate water quality standards of downstream waterbodies. However, because the City of Perris is a co-permittee to the MS4 permit, the City is responsible for discharges into its municipal storm drain facilities to the extent of its legal authority and as required by federal regulations (40 C.F.R. § 122.26(d)(2)(i)) and shall control discharges of pollutants into the MS4 to the maximum extent practicable. The Project would be required to comply with the NPDES permit and Waste Discharge Requirements for Riverside County, of which the City of Perris is a co-permittee (i.e., MS4 Permit).[6] As identified in *Section 5.6.2 – Related Regulations* above, the permittees (including the City) are responsible for several plans to reduce pollutants in urban runoff, including a WQMP for certain new development and redevelopment projects. The proposed Project meets the threshold of a Priority Development Project since it involves more than 10,000 square feet of impervious surface. The City is required by the MS4 Permit to approve a written WQMP describing post-construction BMPs to control the discharges of pollutants into the MS4 to the maximum extent practicable (MS4, p. 6 of 117.) Potential pollutants from commercial/industrial development include bacterial indicators,[7] metals, nutrients, pesticides, toxic organic compounds (solvents), sediments, trash/debris, and oil/grease (WQMP Guidance, p. 66).[8] Because the Project area is tributary to Canyon Lake, which is on the 303(d) list of impaired waterbodies and for which Total Maximum Daily Loads are approved, the treatment

6. City of Perris owns and/or operates a portion of the municipal separate storm sewer system (MS4) through which urban runoff is discharged into Waters of the U.S. that are located within the jurisdiction of the Santa Ana RWQCB. Section 402(p) of the Clean Water Act requires that discharges of urban runoff from MS4 be regulated under a NPDES permit.
7. If the land use involves animal waste (WQMP Guidance, p. 66).
8. Nutrients, pesticides, and sediments are potential pollutants if non-native landscaping exists or is proposed on-site; otherwise not expected (WQMP Guidance, p. 66).

system proposed by the WQMP should also treat for the impairments, which are nutrients and pathogens as described in **Table 5.6-A** above.

Pursuant to the MS4, the Project applicant is required to provide a "Project-Specific Preliminary WQMP" for review and approval by the City of Perris. The Project-specific *Preliminary Water Quality Management Plan* proposes to collect, store, and treat the required water quality volume, as described above. Infiltration of onsite stormwater runoff is the preferred treatment method by the MS4 Permit. However, infiltration-based BMPs are not feasible due to the inadequate infiltration rates on the site as determined by the *Geotechnical Investigation* prepared for the Project. Further, Harvest and use BMPs are not feasible as reclaimed. Hence, based on the Low Impact Development BMP Hierarchy, the Project would utilize bioretention and biotreatment for water quality requirements. (WEBB-B, p. 16).

Conclusion

Because the proposed stormwater runoff treatment system design is consistent with the standards of the MS4 Permit for sizing and pollutant removal effectiveness, the Projects' potential to violate water quality standards or waste discharge requirements is considered to be less than significant due to the ability of the proposed drainage system to adequately treat and manage the water quality and water discharge requirements of the Project site. Project design features are included to address any impacts, and therefore no mitigation measures are necessary. Thus, because the Project would be required to comply with existing regulations, the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, potential impacts would be **less than significant.**

Threshold B1: 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 result in substantial erosion or siltation on or offsite?

The Project site currently slopes slightly to the west at a one percent grade. The existing drainage pattern for the site and the general area is characterized by sheet flows that follow the one percent grade slope to the west towards Trumble Road. Offsite flows enter the Project site from the east. (WEBB-A, p. 1-1). There are no drainage features, like a stream or river, on the Project site. The proposed Project would add roughly 21 acres of new impervious surfaces (i.e. 407,336 square feet of roof, 282,477 square feet of hardscape, and 180,937 square feet of landscape) (WEBB-B, pp. 6,10).

As described in *Threshold A* above, the proposed system would capture and convey offsite flows as well as capture, treat, and convey onsite runoff. Both on and offsite runoff will be directed to City Line A, potentially a second storm drain line running parallel with City Line A, MDP Line A-11, and then ultimately MDP Line A. There is potential for erosion and siltation to occur on- and off-site from construction of the Project. As described in *Threshold A* above, a SWPPP will be implemented to minimize to the extent practicable any non-stormwater discharges resulting from construction activities. The WQMP for the Project would include water quality treatment for volume of stormwater generated onsite during the operational phase of the Project. With implementation of the water quality treatment system, downstream siltation is also unlikely to result from the Project. Thus, through implementation of existing regulations of stormwater quality, as well as project design features, the Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would

result in substantial erosion or siltation on- or off-site. Therefore, potential impacts would be **less than significant**.

Threshold B2: 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?

The Project site currently slopes slightly to the west at a one percent grade. The existing drainage pattern for the site and the general area is characterized by sheet flows that follow the one percent grade slope to the west towards Trumble Road. Offsite flows enter the Project site from the east. (WEBB-A, p. 1-1). There are no drainage features, like a stream or river, on the Project site. The Project would add roughly 21 acres of new impervious surfaces (i.e. 407,336 square feet roof, 282,477 square feet hardscape, and 180,937 square feet of landscape) (WEBB-B, pp. 6,10).

With the addition of new impervious surfaces, stormwater runoff will flow at a faster rate and higher volume. However, as described in *Threshold A* above, the increase in impervious surfaces may potentially result in flooding on- or off-site should facilities not be sized adequately. However, as described in *Threshold A* above, the Project would include new drainage facilities to convey both on- and off-site flows underground storage chambers sufficiently sized to retain and treat stormwater, as well as convey on- and off-site flows for the interim and ultimate conditions such that it would not result in flooding. All flows from the Project would ultimately discharge to MDP Line A, which is a regional drainage facility sized to handle the runoff from development in the MDP area, including additional flows from the Project. Thus, through implementation of project design features, all facilities can adequately handle on-site and off-site flows and the Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Therefore, potential impacts would be **less than significant.**

Threshold B3: 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 create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

As discussed in *Thresholds A and B2*, the Project would be designed and sized to adequately capture all increased volumes and flows that the proposed Project would generate. Since the capacity of the Romoland MDP would not be exceeded and because the Project would be required to provide a SWPPP and WQMP to address pollutants generated by the Project, substantial additional sources of pollutants are also unlikely to result from the Project. Thus, the Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, potential impacts would be **less than significant.**

Threshold B4: 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 impede or redirect flood flows?

The Project site is identified on FIRM Panel No. 06065C2060H (effective 8/18/2014) (FEMA) as being located within "Zone X – Other Flood Areas" which is defined as "areas with a 0.2 percent annual chance flood; areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance flood". This means the Project site is not located in an area with existing flood flows. Thus, the Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows. Therefore, potential impacts would be **less than significant.**

Threshold C: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As discussed in *Section 5.6.2 – Related Regulations* above, the Project site is within the regulatory boundary of the Santa Ana RWQCB. The governing regulatory document of the RWQCB is the Water Quality Control Plan (i.e., Basin Plan) for the Santa Ana Region which outlines the regulatory programs of the Santa Ana RWQCB to protect and improve surface water and groundwater quality. For new developments, the Basin Plan requires compliance with applicable NPDES permits, including the Construction General Permit for construction activities and the MS4 Permit for WQMPs. Because the Project will implement these existing regulations, the Project is consistent with the Basin Plan.

Further, the Project site is located within the boundary of the San Jacinto Groundwater Basin for which the EMWD has prepared the *San Jacinto Groundwater Sustainability Plan*. The Project site is not a designated groundwater production or recharge site and is not slated to become one in the future. As such, development of the Project will not conflict with or obstruct the intent of the *Groundwater Sustainability Plan*. Through implementation of existing regulations related to water quality and groundwater management, the Project will not conflict with or obstruct a water quality control plan or groundwater management plan. Therefore, potential impacts would be **less than significant.**

5.6.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4). No mitigation measures related to hydrology and water quality have been identified. Implementation of Project Design Features, approval of a Final Project-Specific WQMP, approval of a final Drainage Study, implementation of a SWPPP, and compliance with NPDES permit requirements would eliminate or reduce the potential significant adverse impacts to **less than significant** levels.

5.6.9 Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

No mitigation measures are necessary. After construction of the proposed drainage system which includes a bioretention basin, and implementation of NPDES permit requirements, the SWPPP, and the Project-Specific WQMP, and Drainage Study, potential impacts with regard to hydrology and water quality would be reduced to a level that is **less than significant.**

5.7 Land Use and Planning

The focus of this section is to analyze potential impacts related to land use and planning. The following discussion addresses the potential for adverse impacts that could result from the construction and operation of the Project. Cumulative impacts are discussed in *Section 7.0 – Other CEQA Topics*.

5.7.1 Setting

The Project site encompasses approximately 20 gross acres along with approximately 12 gross acres of offsite improvement areas for a total of 32 gross acres within the City of Perris (City), in Riverside County, California. Future development of all land within the City is guided by the City of Perris Comprehensive General Plan 2030 which was adopted in 2005. The General Plan was developed in accordance with California state law. Since its adoption in 2005, some of the elements have been amended and new elements have been adopted. The General Plan outlines a broad framework for planning the future of the City and expresses the City's vision of its long-term physical form and development. It also guides future development plans and provides direction for implementation. The General Plan divided the City into ten Planning Areas for purposes of analyzing existing conditions. The proposed Project site is located within Planning Area 9. A majority of this Planning Area consists of existing specific plans but also includes, public and quasi-public lands, and community commercial designations providing the area opportunities for retail commercial and business park uses to draw upon the regional market due to accessibility from Interstate 215. (GP LU, p. 6).

Existing and Surrounding Land Uses

As identified in *Section 3.0 – Project Description* of this EIR, the City is located in the northwestern portion of Riverside County. The Project site consists of Assessor's Parcel Numbers (APNs) 329-240-016 through -020 and -023 through -027 which are currently vacant and unimproved as reflected in **Figure 3.0-2**. The Project site is located in the southeastern portion of the City limits. Hence, areas to the east, south, and some areas north of the Project site are located within the City of Menifee. As described in **Table 3.0-A**, the area surrounding the Project site is dominated by vacant land, as well as existing and planned commercial and business park uses, and some existing non-conforming residential uses.

Existing General Plan Land Use and Zoning Designations

The Project site has a General Plan land use designation of Community Commercial and a Zoning designation of Commercial Community as reflected in **Figure 3.0-6** and **Figure 3.0-7** of *Section 3.0 – Project Description* of this Draft EIR.

Proposed Land Use Applications

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

- General Plan Amendment (GPA) Case No. PLN22-05326: Proposed to amend the General Plan land use designation and redesignate the approximately 20-gross acre site from Community Commercial to Light Industrial as per **Figure 3.0-9**.
- Change of Zone (CZ) Case No. PLN22-05327: Proposed to rezone the approximately 20-gross acre site from Commercial Community to Light Industrial as per **Figure 3.0-10**.

- Tentative Parcel Map No. 38600 (TPM) Case No. PLN22-05328: Proposed to consolidate the existing ten (10) parcels at the Project site into one parcel and to dedicate portions of Trumble Road, Sherman Road, and Ethanac Road right-of-way (ROW) as per **Figure 3.0-11**.
- Development Plan Review (DPR) 22-00030: Proposed to develop the approximately 20-gross acre site with a 412,372-square-foot building consisting of a high-cube speculative warehouse for distribution uses as per **Figure 3.0-12**. It is anticipated that 50,000 square feet of the building could be utilized for cold-refrigerated storage and 15,000 square feet would be utilized for supporting office uses. In addition to the approximately 20-gross acre site, up to approximately 12 additional gross acres of potential offsite improvements are included.

5.7.2 Related Regulations

Federal Regulations

No federal regulations would be applicable to land use and planning with respect to the proposed Project.

State Regulations

Article XI, Section 7 of the California State Constitution is the primary authority for cities and counties to regulate land use. California State Planning and Land Use Law (Government Code § 65000 et seq.) sets forth minimum standards to be observed in local land use regulatory practices, reserving in cities and counties the maximum degree of control in such matters and codifies within California Government Code Title 7. (CGC).

Regional Regulations

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

The Riverside County Airport Land Use Commission (ALUC) is the lead agency responsible for airport land use compatibility planning in Riverside County. The fundamental purpose of ALUC is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses. The basic function of the airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. Compatibility plans serve as a tool for use by airport land use commissions in fulfilling their duty to review proposed development plans for airports and surrounding land uses. Additionally, compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners in their design of new development. Beginning in 2004, the Riverside County ALUC began adopting new versions of the airport land use compatibility plan (ALUCP) for most Riverside County airports that are contained within a single, countywide document entitled Riverside County ALUCP. 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 the airport-specific policies and maps contained within individual airport ALUCPs.

On November 13, 2014, ALUC adopted the March Air Reserve Base/Inland Port Airport (MARB/IPA) Land Use Compatibility Plan (ALUCP); hereinafter referred to as the MARB/IPA ALUCP. The compatibility zones and associated criteria set forth in the MARB/IPA ALUCP provide noise and safety compatibility protection. The plan is primarily based on the U.S. Air Force's Air Installation Compatibility Use Zone Study (AICUZ) dated August 2005. The compatibility zones and associated criteria set forth in the MARB/IPA ALUCP provide noise and safety compatibility protection equivalent or greater than the

U.S. Air Force recommended criteria presented in the AICUZ. The Project site is located within Zone D of the MARB/IPA ALUCP.

MARB/IPA is a joint-use airport, used for both military and civilian purposes. The airport is owned and regulated by the military. Military installations prepare Air Installation Compatible Use Zone (AICUZ) studies to protect vicinity land uses from hazard and noise impacts associated with military airports. The Air Force Reserve completed a new AICUZ study in 2018 for MARB as an update of the AICUZ study completed in 2005. The AICUZ delineates the clear zones and accident potential zones for the joint use airfield, as well as the noise contours based upon the project flight operations and use of the aviation field. The noise contours include both military and civilian use, as projected in the Federal Aviation administration (FAA) conformity determination.

ALUC determined via a public hearing June 8, 2023, that the Project is consistent with the MARB/IPA ALUCP. Due to a site plan change which placed the basin underground to provide more truck trailer parking subsequent to the June 2023 hearing, the site plan was reviewed again by ALUC staff pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan and was determined by the ALUC Director to be consistent on August 22, 2023. A discussion of Project consistency with the ALUCP is provided as part of the Initial Study/Notice of Preparation found in Appendix A.1 of this Draft EIR.

Local Regulations

City of Perris Comprehensive General Plan 2030
The City of Perris General plan contains goals and policies that are considered applicable to the proposed Project, as identified below (GP LU, p. 91):

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.
Policy II.B	Require new development to include school facilities or pay school impact fees, where appropriate.
Goal III	Commerce and industry to provide jobs for residents at all economic levels
Policy III.A	Accommodate diversity in the local economy

City of Perris General Plan EIR
There are no applicable mitigation measures from the EIR for the Perris Comprehensive General Plan 2030 that pertain to land use and planning.

City of Perris Municipal Code
The following sections from the City's Municipal Code are applicable and pertain to land use and planning.

Title 18 – Subdivisions. This title is adopted to supplement and implement the State Subdivision Map Act and may be cited as the "Subdivision Ordinance of the City of Perris."

Title 19 – Zoning. The purpose of this development code is to protect the public health, safety, and welfare of the city 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. To achieve this purpose, the code shall meet the following objectives:

- To implement the goals, policies, and programs of the city general plan;
- To guide future growth and development in accordance with the polices of the general plan;
- To adequately accommodate community facilities, including, but not limited to, transportation, utilities, recreation, and open space;
- To attain the physical, social, and economic advantages resulting from comprehensive approach to orderly land use and resource planning.

City of Perris Good Neighbor Guidelines
The City of Perris adopted the Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities in 2022 that aim to balance economic growth, industrial development, and business success while implementing methods for the reduction of potential negative impacts on sensitive receptors. The Perris GNG goals and policies formalize what is expected from industrial development, particularly those closer to sensitive receptors.

5.7.3 Comments Received in Response to the Notice of Preparation and Draft EIR Scoping Meeting

Two written comment letters were received related to land use and planning in response to the Notice of Preparation. The comment letters were received from CARE CA and the City of Menifee and are included in Appendix A.3 of this Draft EIR. A summary of these written comment letters can be found in *Table 2.0 – A, Written Comments Received During the Notice of Preparation Comment Period* in the Introduction section of this Draft EIR. No written or verbal comments pertaining directly to land use and planning were provided at the October 18, 2023 Draft EIR public scoping meeting.

5.7.4 Thresholds of Significance

The City of Perris has not established local CEQA significance thresholds and instead, defers to the thresholds of significance identified in Appendix G ("Environmental Checklist") to the State CEQA Guidelines. The Environmental Checklist prepared by the City for this Project (see Appendix A of this document) indicates that impacts related to this Project may be considered potentially significant if the proposed Project would:

- 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?

5.7.5 Project Design Features

The City of Perris adopted the Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities in September 2022 that aim to balance economic growth, industrial development, and business success while implementing methods for the reduction of potential negative impacts on sensitive receptors. The City of Perris Good Neighbor Guidelines goals and recommended policies formalize what

is expected from industrial development, particularly those closer to sensitive receptors. The Project has been designed and would be operated to implement the City of Perris Good Neighbor Guidelines identified in *Section 3.9.1 – City of Perris Good Neighbor Guidelines* in the Project Description of this Draft EIR.

5.7.6 Methodology

The following discussion analyzes the proposed Project's consistency with applicable General Plan goals policies for the purposes of avoiding or mitigating an environmental effect.

5.7.7 Environmental Impacts

Threshold A: 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?

The Project includes the General Plan Amendment (GPA) to redesignate the approximately 20-gross acre Project site from Community Commercial to Light Industrial. The Project also includes a Change of Zone (CZ) to rezone the approximately 20-gross acre Project site from Commercial Community to Light Industrial. With approval of the General Plan Amendment and Change of Zone, the General Plan land use designation and Zoning designations would be consistent with one another and allow for the proposed industrial uses on the Project site.

Development of the Project site is regulated by the development regulations and design standards contained within the City's Zoning Ordinance. The City's Zoning Ordinance is contained as Title 9 of the Municipal Code. The proposed Project would be subject to the Municipal Code Section 19.44 – Industrial Zones as it relates to Light Industrial. The primary purpose of Light Industrial is to provide for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous products/materials, and retail related to manufacturing. This designation is required to further comply with Section 19.44.090 which provides site planning and development standards for specific uses for which the proposed Project would be required to comply with.

Section 15125(d) of the State CEQA Guidelines requires EIRs to "…discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans." The objective of such a discussion is to find ways to modify a proposed project, if warranted, to reduce any identified inconsistencies with relevant plans and policies. Pursuant to Section 15125(d), this Draft EIR includes an evaluation of the consistency of the proposed Project with applicable goals and policies of Perris General Plan 2030 that have been adopted for the purpose of avoiding or mitigating an environmental effect, as shown in **Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies** below.

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	*Policy*	*Statement of Consistency*
Circulation Element		
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.*	Bike racks would be installed at the Project site to encourage employees to bike to work. As part of the project, sidewalks would be installed along Ethanac Road, Trumble Road and Sherman Road along the Project's frontage. Additionally, a Class II Bike Lane would be provided along the northern side of Ethanac Road along the Project's frontage. 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, the Project would be **consistent** with Circulation Element Policy I.B.
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.*	The proposed Project would not significantly impact the existing transportation network. The Project would provide a total of 106 automobile parking stalls throughout the south and southeast corner of the proposed building. Further, through the installation of bike racks and implementation of mitigation measure **MM TRANS-1** the Project would be designed to encourage employees to rideshare, thus the Project would support development of alternative travel modes and the Project would be **consistent** with Circulation Element Policy II.B.
Policy III.A:	*Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.*	As part of the Project, roadway improvements are proposed along the Project's frontage (Ethanac Road, Sherman Road, and Trumble Road). Additionally, the Project applicant would also pay the applicable developer impact fee (DIF), which may be used by the City to support development of transportation options. Therefore, the Project would be **consistent** with Circulation Element Policy III.A.

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	*Policy*	*Statement of Consistency*
Policy V.A:	*Provide for safe movement of goods along the street and highway system.*	The proposed Project has been designed to ensure that adequate sight distance is provided at the Project's 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, including Ethanac Road adjacent to the Project site. Therefore, the proposed Project would be **consistent** with Circulation Element Policy V.A.
Policy VII.A	*Implement the Transportation System in a manner consistent with Federal, State, and local environmental quality standards and regulations.*	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 Project improvements along the Project's frontage along Ethanac Road, Sherman Road and Trumble Road would be consist with City standards. As roadways in the Project vicinity have been planned to accommodate Project-generated traffic and comply with all applicable Federal, State, and local standards, the Project would be **consistent** with Circulation Element Policy VII.A.
Policy VIII.A	*Encourage the use of Transportation Demand Management (TDM)/Transportation Control Measure (TCM) strategies and programs that provide attractive, competitive alternatives to the single-occupant vehicle.*	As discussed in *Section 5.9 – Transportation* of this Draft EIR, mitigation measure **MM TRANS-1**, requires the Project tenant to implement a Voluntary Commute Trip Reduction (CTR) marketing measure to encourage alternatives to the single-occupant vehicle such as carpooling. Therefore, the Project would be **consistent** with Circulation Element Policy VIII.A.

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	*Policy*	*Statement of Consistency*
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.*	The State of California Noise/Land Use Compatibility Criteria was utilized in analyzing potential noise impacts, as discussed in the *Hillwood Ethanac (DPR 22--00030) Noise and Vibration Analysis* and *Section 5.8 – Noise*. Therefore, the Project would be **consistent** with Noise Element Policy I.A.
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.*	The Project would be consistent with the City of Perris General Plan Circulation Element. Per the Circulation Element, Ethanac Road has been designated as an Expressway, thus the Project would be required to widen the northern portion of the road along the Project frontage to allow for Ethanac to be built to its full width. The Noise Study (Appendix I) discussed in *Section 5.8*, five receiver locations were analyzed. The five receiver locations were strategically placed near neighboring residential areas which are categorized as sensitive receptors. As discussed in *Section 5.8*, Project construction noise levels at the five receptors would not exceed the City's threshold of 80 dBA according to City of Perris Municipal Code Section 7.34.060. Therefore, short-term construction noise would comply with City of Perris Municipal Code Section 7.34.060 which would minimize impacts to existing noise-sensitive receptors. Therefore, the Project would be **consistent** with Noise Element Policy II.A.

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	*Policy*	*Statement of Consistency*
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*	The nearest sensitive receptors to the Project site are residential uses located approximately 57 feet east, 62 feet east, 123 feet south, 133 feet north and approximately 218 feet north of the Project site. (URBAN-E, p. 39.) The *Noise and Vibration Study* evaluated noise impacts to nearby sensitive receivers in proximity to the Project site. Implementation of mitigation measure **MM NOISE-1** would require future tenants to restrict cold storage loading and unloading activities to the western side of the Project site during all hours or operations. Through implementation of mitigation measure **MM NOISE-1**, noise levels at the nearby residential receptor locations would not exceed 60 dBA CNEL. Therefore, compliance of mitigation measure **MM NOISE-1** would reduce operational noise levels at sensitive receptors to below the City's thresholds for both daytime and nighttime. For these reasons, the Project would be **consistent** with Noise Element Policy V.A.
Conservation Element		
Policy II.A:	*Comply with state and federal regulations to ensure protection and preservation of significant biological resources.*	The proposed Project site falls within the boundaries of two Habitat Conservation Plans; the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and the Stephens' kangaroo rat Habitat Conservation Plan. *Section 4.0 – Environmental Effects Found Not to be Significant* of this Draft EIR, identifies mitigation measures **MM BIO-1**, **MM BIO-2** and **MM BIO-3** which require preconstruction surveys for nesting birds, preconstruction surveys for Western burrowing owl, and outlines protocols in the event of burrowing owls occupy the Project site, respectively. Compliance with mitigation measures **MM BIO-1**, **MM BIO-2** and **MM BIO-3** ensure compliance with the

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	Policy	Statement of Consistency
		Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code. Therefore, the Project would be **consistent** with Conservation Element Policy II.A.
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.*	Consistency and compliance with the MSHCP is discussed in detail in *Section 4.0 – Environmental Effects Found Not to be Significant,* of this Draft EIR. The Project site is not located in a Criteria Cell and is consistent with the other policies set forth by the MSHCP as outlined under *Section 4.0.* Therefore, the proposed Project would be **consistent** with Conservation Element Policy III.A.
Policy IV.A:	*Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.*	In compliance with Conservation Element Measures IV.A.2 and IV.A.3 a Cultural Resources Assessment and a Paleontological Resource Assessment were completed for the proposed Project to address potential impacts to historic, archaeological, and paleontological resources. As discussed in *Section 5.2 Cultural Resources* and *Section 5.4 Geology and Soils* of this Draft EIR, there are no known historic, archaeological, or paleontological resources that would be impacted by Project implementation. Nonetheless, potential resources may be discovered during construction activities. Therefore, mitigation measures **MM CR – 1**, **MM CR-2** identified in *Section 5.2* and mitigation measures **MM GEO-1** and **MM GEO-2** identified in Section *5.4* would be implemented. Mitigation measure **MM CR – 1** requires archaeological resource monitoring during grading activities and the Project applicant and Native American Tribal representatives to enter into agreement regarding protocol in the event of discovery of archaeological resources. Mitigation measure **MM CR-2** outlines protocol in the

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	*Policy*	*Statement of Consistency*
		event that human remains are discovered. Mitigation measure **MM GEO-1** requires that a Worker's Environmental Awareness Program (WEAP) to be in place prior to construction activities in order to ensure all workers receive training regarding paleontological resources. Additionally, mitigation measure **MM GEO-2** will require the Project applicant to have a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP) in place with a qualified paleontologist who will be present during subsurface excavations. Because the Project applicant would adhere to the mitigation measures and to mandatory regulatory requirements, the Project would be **consistent** with Conservation Element Policy IV.A.

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	*Policy*	*Statement of Consistency*
Policy V.A:	*Coordinate land-planning efforts with local water purveyors.*	Land planning efforts are the responsibility of the City's Planning Department, not the responsibility of the Project applicant. Nonetheless, as discussed in *Section 4.0 – Environmental Effects Found Not to be Significant* of this Draft EIR, the water provider for the Project Site is the Eastern Municipal Water District (EMWD). Based on the EMWD Urban Water Management Plan (UWMP), it was determined that the EMWD would be able to meet projected demand for water within its service boundaries until at least the year 2045. While the Project applicant is requesting approval to amend the General Plan land use designation and change the zoning designation of the site, this would not result in increased population. Further, water demand for commercial land use is greater than the demand for industrial use (UWMP, p. 4-2). As such, the proposed General Plan Amendment and zone change could actually result in less water demand than originally projected for the Project site. Thus, the EMWD would have sufficient water supplies available to serve the Project. Therefore, the Project would be **consistent** with Conservation Element Policy V.A.
Policy VI.A:	*Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).*	As discussed in *Section 5.6 Hydrology and Water Quality* of this Draft EIR, the Project developer would be required to prepare a SWPPP pursuant to the statewide General Construction Permit issued by the State Water Resources Control Board for construction projects that would reduce any potential construction-related water quality impacts to a less than significant level. Therefore, the Project would be **consistent** with Conservation Element Policy VI.A.
Policy VIII.A	*Preserve significant hillsides and rock outcroppings in the planning areas.*	The proposed Project site is void of any hillsides or rock outcroppings. Therefore, the Project would be **consistent** with Conservation Element Policy VII.A.

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	*Policy*	*Statement of Consistency*
Policy IX.A	*Encourage land uses and new development that support alternatives to the single occupant vehicle.*	The proposed Project would provide electric vehicle infrastructure in accordance with the California Green Building Standards Code (CALGreen). Additionally, as mentioned in *Section 5.9 – Transportation,* through compliance with mitigation measure **MM-TRANS-2** the Project would design designated carpool/vanpool parking in desirable locations. Therefore, the Project would be **consistent** with Conservation Element Policy IX.A.
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.*	The Project's conceptual landscape plan (**Figure 3.0-17, Conceptual Landscape Plan)** incorporates a plant palette consisting of drought-tolerant and climate appropriate trees, shrubs, and ground cover that include native species as set forth in the Perris General Plan. Additionally, the proposed Project would exceed all applicable standards under CALGreen and the Building Energy Efficiency Standards contained in Title 24. The Project design concepts and materials would be implemented to meet the requirements of LEED Silver Certification. Therefore, the Project would be **consistent** with Conservation Element Policy X.B.
Policy X.C.	Encourage strategic shape and placement of new structures within new commercial and industrial projects.	The Project applicant has collaborated with the City's Planning Department to design a Project that meets City standards and exceeds standards under CALGreen and the Building Energy Efficiency Standards contained in Title 24. The Project design concepts and materials would be implemented to meet the requirements of LEED Silver Certification. Therefore, the Project would be **consistent** with Conservation Element Policy X.C.

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	Policy	Statement of Consistency
Healthy Community Element		
Policy HC 1.3	*Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space*	The Project's proposed lighting plan (**Figure 3.0-19 Proposed Lighting**) includes lighting, including security lighting along the building and wall and pole-mounted lights in the parking areas, which would be visible from the street. Additionally, the Project would include the required emergency access point and would be reviewed by the Perris Fire Department to ensure all regulations of the California Fire Code are met. Therefore, the Project would be **consistent** with Healthy Community Element Policy HC 1.3.
Policy HC 2.3	*Promote increased physical activity, reduced driving and increased walking, cycling and public transit by:* • *Requiring where appropriate the development of compact development patterns that are pedestrian and bicycle friendly* • *Increasing opportunities for active transportation (walking and biking) and transit use* • *Encouraging the development of neighborhood grocery stores that provide fresh produce*	The proposed Project may include intersection improvements along Ethanac Road and Trumble Road. The Project would include pedestrian linkages to the public realm by incorporating sidewalks along the Project's frontage along Ethanac Road, Trumble Road, and Sherman Road. Additionally, the Project would offer bicycle parking near building entrances to encourage employees to bike to work. Grocery stores are not a permitted land use within the LI zoning designation. Thus, this portion of the policy is not applicable to the Project. Therefore, the Project would be **consistent** with portions of Healthy Community Element Policy HC 2.3.

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	*Policy*	*Statement of Consistency*
Policy HC 2.4	*Promote development patterns and policies that:* • *Reduce commute times* • *Encourage the improvement of vacant properties and the reinvestment in neighborhoods* • *Provide public space for people to congregate and interact socially* • *Foster safe and attractive environments* • *Encourage civic participation*	The Project applicant is proposing to develop a vacant site into a warehouse which would attract economic opportunities in the Project vicinity. Furthermore, employment opportunities for City residents would be provided during both construction and operation of the Project, which could result in a reduction of commute times for resident employees. The Project would be a private facility and thus would not provide public space for the community. While the Project would improve the Project's frontage with sidewalks and lighting for safety purposes, the Project is not responsible for providing public spaces, fostering safe and attractive environments or encouraging civic participation. These items are the responsibility of the City of Perris and are not applicable to this Project. Therefore, the Project would be **consistent** with portions of the Healthy Community Element Policy HC 2.4.
Policy HC 2.6	*Encourage land use and urban design to promote physical activity, provide access to nutritious foods, and reduce air pollution.*	The proposed Project would include sidewalks along the Project's frontage to promote safety and encourage physical activity in the area. Additionally, as discussed in *Section 5.1 – Air Quality*, of this Draft EIR, the Project would result in less than significant impacts in relations to air quality. The proposed Project would include outdoor amenities, two outdoor patios are proposed. Indoor amenities would be provided by future tenants. However, the Project applicant is proposing the development of a warehouse as such, providing access to nutritious food is not the responsibly of the Project, and thus is not applicable. Therefore, the Project would be **consistent** with portions of Healthy Community Element Policy HC 2.6.

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	*Policy*	*Statement of Consistency*
Policy HC 3.1	*Coordinate with transportation service providers and transportation planning entities to improve access to multi-modal transportation options throughout Perris including public transit.*	The Riverside Transit Agency (RTA) provides local and regional services throughout the region, as discussed in *Section 5.9 – Transportation,* of this Draft EIR. The RTA does not operate any bus routes along the Project frontage. However, the Project area is serviced by Route 28 located along Sherman Road which is located approximately 1,000 feet north of the Project site. Additionally, mitigation measure **MM TRANS-1**, would require coordination with the RTA prior to development to determine the need for any RTA facilities. Therefore, the Project would be **consistent** with Healthy Community Element Policy HC 3.1.
Policy HC 3.5	*Promote job growth within Perris to reduce the substantial out-of-Perris job commutes that exist today.*	As described in *Section 5.9 – Transportation* the proposed Project would introduce approximately 400 new local employment opportunities to the City residents. Therefore, the Project would be **consistent** with Healthy Community Element Policy HC 3.5.
Policy HC 4.1	*Promote public spaces that foster positive human interaction and healthy lifestyles.*	As described in Policy HC 2.4 above, the proposed Project would incorporate sidewalks along the Project frontages and would provide lighting throughout the Project site for safety purposes. Therefore, the Project would be **consistent** with Healthy Community Element Policy HC 2.4.

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	*Policy*	*Statement of Consistency*
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.*	The Project would support regional efforts to improve air quality, by the development of alternative transportation methods (pedestrian sidewalk), green design techniques for buildings, and other energy-reducing techniques. Furthermore, as discussed in *Section 3.0 – Project Description* implementation of the Project would include solar panels capable of supplying 100 percent of the energy anticipated to be used in the office area. Additionally, the Project would provide six Electric vehicles (EV) charger stalls and to provide 21 additional EV capable stalls. Moreover, the Project has been designed to exceed all applicable standards under CalGreen and the Building Energy Efficiency Standards contained in Title 24. Furthermore, as outlined in *Section 6.0 – Consistency* of this Draft EIR, the Project would comply with the applicable Connect SoCal goals. *Section 5.1 – Air Quality*, of this Draft EIR, the Project would result in less than significant impacts in relations to air quality. Therefore, the Project would be **consistent** with Healthy Community Element Policy HC 6.1.
Policy HC 6.2	*Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.*	As discussed in *Section 5.6 – Hydrology and Water Quality*, of this Draft EIR, the Project would incorporate site design, source control and treatment control best management practices to address storm water runoff. Specifically, the Project would implement ribbon gutters, on- and off-site subsurface storm drain pipes, underground storage chambers, onsite system for water quality treatment, catch basins, and pumps. The proposed stormwater runoff treatment system design is consistent with the standards of the MS4 Permit, for which the City of Perris is a co-permittee. Additionally, the Project would implement a City approved Project-specific Water Quality Management Plan. Water quality would be protected during

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	Policy	Statement of Consistency
		construction through implementation of a City approved Storm Water Pollution Prevention Plan pursuant to the statewide Construction General Permit issued by the Regional Water Quality Control Board. The Project would support regional water conservation efforts through the use of drought tolerant low water usage trees, shrubs, and ground cover in the Project's landscaping plan. Use of mulch in the planted areas, as identified in the landscape plans, will retain moisture and reduce the need for irrigation. For the reasons set both above, the Project would be **consistent** with Healthy Community Element Policy HC 6.2.
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 (South Coast AQMD) 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 South Coast AQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the South Coast AQMD* • *Project proponents will be required to prepare and implement a Construction Management Plan which will*	As discussed in *Section 5.1 - Air Quality*, the proposed Project would comply with the existing South Coast AQMD rules and regulations aimed at reducing emissions of pollutants. The Project would not exceed any South Coast AQMD daily emissions thresholds. Therefore, the Project would be **consistent** with Healthy Community Element Policy HC 6.3.

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	Policy	Statement of Consistency
	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	
Land Use Element		
Policy II.A:	*Require new development to pay its full, fair-share of infrastructure costs.*	The Project applicant would pay applicable development impact fees pursuant to City Ordinance No. 1182 to mitigate the cost of public facilities to support new development. Thus, the Project would be **consistent** with Land Use Element Policy II.A.
Policy II.B:	*Require new development to include school facilities or pay school impact fees, where appropriate.*	The Project applicant would pay applicable school facilities fees to the school district as required by local and state laws. Thus, the Project would be **consistent** with Land Use Element Policy II.B.
Policy III.A:	*Accommodate diversity in the local economy.*	The proposed Project would develop a currently vacant site, which as a result would generate short-term jobs during its construction and long-term employment opportunities during its operation. Thus, through development the Project would introduce diversity in the local economy. Therefore, the proposed Project would be **consistent** with Land Use Element Policy III.A.

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	*Policy*	*Statement of Consistency*
Policy V.A:	*Restrict development in areas at risk of damage due to disasters.*	The proposed Project site is not located within an area of significant risk due to human or natural disasters. As discussed in *Section 4.0 Environmental Effects Found Not to be Significant* of this Draft EIR, the Project is not located within an Alquist-Priolo Earthquake Fault zone or a Very High Fire Hazard Severity Zone (VHFHSZ). *Section 5.6 - Hydrology and Water Quality*, of this Draft EIR, discusses how the Project site is located within Zone X – Other Flood Areas. Which is defined as "areas a 0.2 percent annual chance flood; areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance flood." Moreover, the Project is located in Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and is not located within an accident potential zone. Therefore, the Project would be **consistent** with Land Use Element Policy V.A.
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.*	The Project applicant proposes to widen portions along the Project's frontage along Ethanac Road and Trumble Road which would include sidewalk, curb and gutter in accordance with City standards. As outlined in *Section 4.0 Environmental Effects Found Not Significant,* of this Draft EIR, the City of Perris General Plan and Riverside County has identified Ethanac Road and Sherman Road as evacuation routes. During construction activities it is anticipated that all local roadways would remain open. Emergency access to the Projects site would be available from Trumble Road. Therefore, the proposed Project would be **consistent** with Safety Element Policy S-2.1.

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	*Policy*	*Statement of Consistency*
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.*	As identified in *Section 3.0, Project Description* of this Draft EIR, the proposed Project includes improvements along existing alignments of Trumble Road, and Illinois Avenue, that are necessary to serve the proposed site. All roadway and drainage improvements would be constructed in accordance with applicable local standards. Therefore, the proposed Project would be **consistent** with Safety Element Policy S-2.2.
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.*	As discussed in *Section 3.0*, the Project includes four driveways: two off Ethanac Road and two off Trumble Road (for emergency access). Both driveways along Ethanac Road would be utilized for automobile access while both driveways along Trumble Road would be utilized for truck access. All roadway improvements and access would be constructed in accordance with City standards and approved by the City so as to provide adequate site access. Therefore, the proposed Project would be **consistent** with Safety Element Policy S-2.5.
Policy S-4.1:	*Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.*	As discussed in *Section 5.6 - Hydrology and Water Quality*, the Project site is located within Zone X – Other Flood Areas. These are defined as “areas a 0.2 percent annual chance flood; areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance flood.” The *Preliminary Drainage Study* prepared for the proposed Project indicated that the following drainage improvements, onsite curb and gutter, ribbon gutters, on- and off-site subsurface storm drain pipes, underground storage chambers, onsite system for water quality treatment, catch basins, and pumps would provide flood

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	*Policy*	*Statement of Consistency*
		protection for the 100-year storm event. Therefore, the proposed Project would be **consistent** with Safety Element Policy S-4.1.
Policy S-4.3:	*Require new development projects and major remodels to control stormwater runoff on site.*	The Project would be required to control stormwater runoff on-site. As described in *Section 5.6 - Hydrology and Water Quality*, the proposed Project incorporates site design, source control and treatment control BMPs such as soil stabilization controls, perimeter silt fences, placement of hay bales, and use of sediment basins to address storm water runoff generated on-site. Therefore, the Project would be **consistent** with Safety Element Policy S-4.3.
Policy S-4.4:	*Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).*	The Project site is outside of FEMA's 100-Year Flood Zone. Thus, a flood mitigation plan is not required for the Project. Therefore, the proposed Project would be **consistent** with Safety Element Policy S-4.4.
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.*	As discussed in *Section 5.6 - Hydrology and Water Quality* the Project site is within the Perris Dam Inundation Zone. This is a City-level policy that requires awareness and education to the community within the inundation area. In a seismic event emergency, the City, in conjunction with California Department of Water Resources, would implement inundation notification protocols consistent with the Emergency Action Plan. The Project would not conflict with inundation notification protocols. As discussed in *Safety Element Policy S-2.5* above, the proposed Project site is designed to accommodate emergency ingress and egress by emergency vehicles and the Project would not obstruct emergency evacuation. Therefore, the Project would be **consistent** with Safety Element Policy S-

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	Policy	Statement of Consistency
		4.5.
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.*	As discussed in *Section 4.0 – Environmental Effects Found Not to be Significant*, of this Draft EIR, the Project site is outside of the Very High Fire Hazard Severity Zone (VHFHSZ). Therefore, the Project would be **consistent** with Policy S-5.3.
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.*	The Project site would have four connections to Ethanac Road and Trumble Road, which would be widened along the Project's frontage as part of the Project. Additionally, as outlined in *Section 4.0 Environmental Effects Found Not Significant,* of this Draft EIR, the City of Perris General Plan and Riverside County identified Ethanac Road as an evacuation route due to connectivity to other major highways and roadways. As the Project would have direct access to Ethanac Road and Trumble Road, the project will have access to two roadways for evacuation. Therefore, the Project would be **consistent** with Safety Element Policy S-5.6.
Policy S-5.10:	*Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.*	As discussed above in the statement of consistency for *Conservation Element Policy V.A,* the EMWD provides water service to the Project area. According to the EMED UWMP, the EMWD would have adequate water supplies and conveyance capacity to meet daily demands until at least 2045. Therefore, the Project would be **consistent** with Safety Element Policy S-5.10.
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.*	As discussed in *Section 4.0 Environmental Effects Found Not to be Significant,* of this Draft EIR, the Project would be consistent with the requirements of the AICUZ Land Use Compatibility Guidelines and ALUCP Airport Influence Area for March Air Reserve Base/Inland Port Airport. Therefore, the Project would be **consistent** with Safety

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	Policy	Statement of Consistency
		Element Policy S-6.1.
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.*	As discussed in *Section 4.0 Environmental Effects Found Not to be Significant* of this Draft EIR, the Project site is located approximately 2 miles northwest of the Perris Valley Airport and Skydiving Center and approximately 11 miles southeast of March Air Reserve Base/Inland Port Airport. On June 8, 2023, the Project was reviewed by the Riverside County Airport Land Use Commission (ALUC). ALUC determined that the proposed Project was consistent with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. Therefore, the Project would be **consistent** with Safety Element Policy S-6.2.
Policy S-6.3:	*Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.*	As discussed above in *Safety Policy S-6.2*, the Project is located within the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. ALUC determined the Project was to be consistent with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan on June 8, 2023. Therefore, the Project would be **consistent** with Safety Element Policy S-6.3.
Policy S-7.1:	*Require all development to provide adequate protection from damage associated with seismic incidents.*	As discussed in *Section 4.0 Environmental Effects Found Not to be Significant* of this Draft EIR, the Project is not located within an Alquist-Priolo Earthquake Fault zone. Additionally, the *Geotechnical Investigation Proposed Warehouse NWC Ethanac Road and Sheramn Road Perris, California for Hillwood* (included as Appendix A.1 of this Draft EIR) 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. Therefore, the Project would be **consistent** with Safety Element Policy S-7.1.

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	*Policy*	*Statement of Consistency*
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.*	As discussed in *Section 4.0 Environmental Effects Found Not to be Significant* of this Draft EIR, a *Geotechnical Investigation Proposed Warehouse NWC Ethanac Road and Sherman Road Perris, California for Hillwood* (included as Appendix A.1 of this Draft EIR), was conducted for the Project by State-licensed professionals. Therefore, the Project would be **consistent** with Safety Element Policy S-7.2.
Environmental Justice Element		
Goal 3.1 Policy:	*Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.*	As discussed in *Section 3.0 - Project Description* of this Draft EIR, the Project site is surrounded by industrial uses, vacant land, legal non-conforming residential uses, and a proposed business park. As described in *Section 5.8 Noise*, impacts to nearby residential receptors would be mitigated with **MM NOISE-1** to reduce nighttime impacts to below the City's noise standards. As such, the Project would be compatible with surrounding uses. Therefore, the Project would be **consistent** with this Environmental Justice Element Goal 3.1 Policy.
Goal 3.1 Policy:	*Support identification, clean-up and remediation of local toxic sites through the development review process.*	As discussed in *Section 4.0 Environmental Effects Found Not to be Significant* of this Draft EIR, the Project site is not in or adjacent to a toxic site. Therefore, the Project would be **consistent** with this Environmental Justice Element Goal 3.1 Policy.
Goal 3.1 Policy:	*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*	The closest sensitive receptors to the Project site are residential uses approximately 57 feet east which other nearby residential uses ranging from 62 feet to 218 feet from the Project site. As described throughout the Draft EIR, the air quality, noise, lighting, impacts associated with the construction and operation of the

Table 5.7-A, Project Consistency with Perris General Plan 2030 Policies

Policy No.	*Policy*	*Statement of Consistency*
	nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor."	Project would be less than significant. However, Transportation impacts would exceed City VMT thresholds even with implementation of mitigation measures MM TRANS-1 and MM TRANS-2. Nonetheless, the Project's existing land use designation of Community Commercial would generate a higher volume of vehicular trips that the proposed Project. Therefore, the Project would be **consistent** with this Environmental Justice Element Goal 3.1 Policy.
Open Space Element		
Policy III.A	*Preserve hillsides and rock outcroppings in the planning areas.*	As mentioned above in *Conservation Element Policy VII.A* the proposed Project site is void of any hillsides or rock outcroppings. The Project would not conflict with Open Space Element Policy III.A. . Therefore, the Project would be **consistent.**

As indicated in Table 5.7-A above, the Project would be consistent with the General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect with the implementation of the mitigation measures recommended throughout this Draft EIR.

The City adopted Good Neighbor Guidelines that are applicable to all new warehouse, logistics, and distribution facilities, that act as a supplement to the City's Zoning Code and Specific Plans. The goals and policies in the City of Perris Good Neighbor Guidelines are intended to balance economic growth, industrial development, and business success, while implementing methods for the reduction of potential negative impacts on sensitive receptors. (Perris GNG, p. 3.) The City of Perris Good Neighbor Guidelines consists of seven goals with recommended policies under each goal. In addition to complying with the Perris Municipal Code and any other regulations regarding parking and operating a commercial vehicle, the proposed Project would implement the City of Perris Good Neighbor Guidelines goals and recommended policies identified below.

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

- The Project would be designed to LEED Silver standards.
- Building massing would be consistent with the City's Industrial Design Guidelines to ensure the cohesive development of the Project site with the surrounding areas.
- Project driveways, loading docks, and internal circulation routes are designed away from sensitive receptors as shown in **Figure 3.0-12 Development Plan Review**.
- Truck loading bays and drive aisles are designed to minimize truck noise to sensitive receptors as shown in **Figure 5.8-5 Operational Noise Source Locations.**

- All Project lighting would be directed down into the interior of the Site and not spill over onto adjacent properties as shown in **Figure 3.0 – 19 Proposed Lighting**.
- The Project includes adequate on-site parking for commercial trucks and passenger vehicles and adequate on site queuing for trucks away from sensitive receptors as shown in **Figure 3.0-12** and **Figure 5.8-5**.
- Future Project's tenant/operator would post signs in prominent locations indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited.
- Future Project's tenant/operator would install signs 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.
- Future Project's tenant/operator would install signs in public view with contact information of the facility operator and South Coast AQMD 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.
- Future Project's tenant/operator would post signs in the appropriate locations indicating that parking and maintenance of all trucks shall be conducted within designated areas and not within the surrounding community or on public streets.
- Future Project's tenant/operator would provide signs and mark drive aisle pavement markings which identify the onsite circulation pattern.
- The Project landscaping would exceed the standards in the Perris General Plan and would be consistent with Perris GNG. Conceptual Landscaping plan would be approved prior to the City issuing building permits.

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

- The Project would minimize air quality impacts of trucks on sensitive receptors by:
    - Future Project's tenant/operator would restrict diesel engine and construction equipment idling to 5 minutes or less (South Coast AQMD Rule 2485).
    - The Project is designed with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets.
    - Project driveways, loading docks, and internal circulation routes are designed away from sensitive receptors as shown in **Figure 3.0-12**.
    - For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.
    - Future Project's tenant/operator would use zero emission on-site motorized operational equipment. Necessary electrical charging stations would be provided or be powered by alternative technology.
    - The Project has been designed to separate passenger vehicles parking from enclosed truck parking/truck court. Additionally separate driveways would be designated for passenger vehicles and trucks.
    - The Project has been designed to incorporate six electric vehicle (EV) which is approximately six percent of all passenger vehicles parking. Additionally the Project has been designed to provide 21 EV capable parking stall which is approximately 20 percent of passenger vehicle parking. Future Project's tenant/operator would install signage identifying EV charging stations and that spaces are reserved for clean air/EV vehicles.

  - Future Project's tenant/operator would encourage the replacement of diesel fleets with new model vehicles.
  - Future Project's tenant/operator would prevent the queuing of trucks on streets or elsewhere outside the warehouse facility or near sensitive receptor.
  - Future Project's tenant/operator would promote 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.
- Project operation would not result in the emissions of odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable at or beyond the Project site.
- The Project has been designed such that exits and entries are not located near sensitive receptors.
- On-site speed bumps would not be proposed, except at security/entry gates.
- The Project would reduce nitrogen and diesel particulate matter emissions (South Coast AQMD Rule 2305).
- Future Project's tenant/operator would use zero emission on-site motorized operational equipment.
- The Project's building would be installed with solar panels so that100 percent of the office areas is supplied with power needed.
- Future Project's tenant/operator would comply with California Air Resources Board (CARB) Truck and Bus Regulations.
- Future Project's tenant/operator would coordinate with CARB and SCAQMND to provide the latest information.
- Project design and operations would comply with CALGreen.
- Future Project's tenant/operator would post signs on the Project site for truck engines to be turned off when not in use.

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

- Future Project's tenant/operator would ensure compliance with truck routing plans to avoid sensitive receptors to the extent feasible.
- The Project is designed to provide adequate turning movements at Project driveways.
- The Project is designed which separate truck and passenger vehicle driveways to minimize vehicle/truck conflicts. Trucks would access the Project site via two driveways along Trumble Road and passenger vehicles would access the site via two driveways along Ethanac Road.
- Check in-gates would be located more than 150 feet inside the Project site and adequate queuing would be provided.

Goal 4: Provide buffers between warehouses and sensitive receptors.

- The Project site is surrounded by mixture of industrial uses, vacant land, and residential uses. The closest sensitive receptors to the Project site is approximately 57 feet. Therefore, the Project has been designed to have at least 300 feet between the dock doors and the nearest sensitive receptor.
- As shown on **Figure 3.0-17 Conceptual Landscape Plan,** the Project has been designed to include 15 percent of on-site landscaping area.

- As shown on **Figure 3.0-14 Screening Details** the Project has been designed the incorporate a 14-foot-high decorative block wall to screen the loading areas and a 8-foot high wall to soften the view.
- The Project would include at least two decorative materials and would consist of a variation in plane and form, varied roof lines as reflected on **Figure 3.0 - 13 Building Elevations.**
- The Project site has been designed to have landscaping along to the bordering streets near sensitive receptors to be densely screen.
- Future Project's tenant/operator would be required to irrigate Project site landscaping for the life of the Project unless otherwise prohibited by water conservation mandates.
- The Project design includes a 14-foot wall along the loading docks to further reduce noise related impacts and addresses aesthetics related impacts near sensitive receptors.
- The Project has been designed to reduce impacts to sensitive receptors by reducing visibility to the loading docks. Additionally, the Project would incorporate a 14-foot-high block wall to screen the dock doors.
- Future tenants would post directional guidance signage for trucks entering and existing the facility.

Goal 5: Establish an education program to inform truckers of health effects of diesel particulate and conduct community outreach to address residents' concerns.

- All required public notices pertaining to a Project's entitlement would be provided by the City to all owners of real property on the latest records of the County Assessor within 500 feet of the Project site. or to at least 25 property owners, whichever is greater.
- Future Project's tenant/operator would provide training on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Future Project's tenant/operator would require their drivers to park and perform any maintenance of trucks in designated areas on the Project site and not within the surrounding community or on public streets.
- Future Project's tenant/operator would establish a rideshare program, in accordance with South Coast AQMD Rule 2202.
- Future Project's tenant/operator would provide information to truck drivers regarding the health effects of diesel particulates and the importance of being a good neighbor.
- Future Project's tenant/operator would be encouraged to obtain information from and utilize resources provided by CARB and the South Coast AQMD.

Goal 6: Implement construction practice requirements in accordance with state requirements to limit emission and noise impacts from building demolition, renovation, and new construction.

- During construction, the Project applicant or owner would provide monthly reports to the City demonstrating compliance with Perris GNG construction-related policies.
- All diesel fueled off-road construction equipment greater than 50 horsepower used during Project construction would be equipped with CARB Tier 4 Compliant engines if such equipment is available within a 50-mile radius of the Project site. If Tier 4 equipment is not available within 50 miles of the Project site, Tier 3 or cleaner off road construction equipment would be utilized.
- Equipment used for Project construction would be equipped with properly operating and maintained mufflers, consistent with manufacturer's standards.
- To the extent practicable, the Project's construction contractors would locate or park all stationary construction equipment away from sensitive receptors near the project site.

- The surrounding streets would be swept on a regular basis to remove any construction related debris and dirt.
- Appropriate dust control measures that meet the South Coast AQMD Rule 403 standards would be implemented for Project-related grading and construction activity.
- Construction equipment maintenance records, data sheets, and any other records necessary to verify compliance with CARB standards, would be kept on site and furnished to the City upon request.
- A construction traffic control plan would be prepared prior to grading. This plan would detail the locations of equipment staging areas, material stockpiles, proposed road closures (if necessary), and hours of construction operations to minimize impacts to sensitive receptors.
- Construction noise levels for both daytime and nighttime would be below the City's noise standard.
- The Project's maximum daily disturbance area (actively graded area) would be consistent with the Project's *Air Quality/Greenhouse Gas Analysis* included as Appendix B of this Draft EIR.
- If SCE can feasibly provide temporary power for charging electric-powered construction equipment, an area of the Project site would be designated for charging electric-powered construction vehicles and equipment.
- During construction, signs would be placed in public view with contact information for a designated representative of the building occupant and a South Coast AQMD representative designated to receive complaints about excessive dust, fumes, or odors on the Project site.

Goal 7: Ensure compliance with the California Environmental Quality Act (CEQA) and state environmental agencies.

- The *Air Quality/Greenhouse Gas Analysis* prepared for the Project (included as Appendix B of this Draft EIR) was conducted within the context of CEQA. The methodology for this analysis followed the *CEQA Air Quality Handbook* prepared by the South Coast AQMD for quantification of emissions and evaluation of potential impacts to air resources. As recommended by South Coast AQMD staff, Project-related emissions were quantified through use of the **C**alifornia **E**missions **E**stimator **M**odel® version 2022.1 (CalEEMod).
- A *Health Risk Assessment* (HRA) was prepared for the Project and is included as Appendix B.2 of this Draft EIR.
- A *Hillwood Ethanac Noise and Vibration Analysis (*Noise Study*)* was prepared for the Project and is included as Appendix F of this Draft EIR.
- Future Project's tenant/operator would incorporate transportation demand management (or Voluntary Commute Trip Reduction) measures to the extent feasible.
- Future Project's tenant/operator would provide signage regarding CARB regulations as approved by the City.
- The Project's building would be installed with solar panels so that100 percent of the office areas is supplied with power needed.
- Low volatile organic compounds (VOC) paints and coatings would be used as required by South Coast AQMD Rule 1113.
- Signage would be legible, durable, and weather-proof as approved by the City.

Thus, the proposed Project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect with the implementation of the mitigation measures recommended throughout this Draft EIR. Therefore, impacts would be **less than significant with mitigation incorporated**.

5.7.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4). Mitigation measures were evaluated for their ability to reduce or eliminate impacts. The Project would be required to implement the mitigation measures recommended throughout this Draft EIR. Therefore, all impacts related to land use and planning would be **less than significant with mitigation incorporated**.

5.7.9 Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

With implementation of the mitigation measures recommended throughout this Draft EIR, impacts related to land use and planning would be **less than significant**.

5.8 Noise

The focus of this section is to analyze potential impacts related to noise. The following discussion addresses the potential for adverse impacts that could result from the construction and operation of the Project. Cumulative impacts are discussed in *Section 7.0 – Other CEQA Topics* of this Draft EIR.

The analysis in this section is based on the *Hillwood Ethanac Noise and Vibration Analysis*, prepared by Urban Crossroads dated December 7, 2023 (URBAN-E). The *Noise and Vibration Analysis* is included as Appendix F of this Draft EIR.

5.8.1 Setting

This section presents a discussion of noise fundamentals applicable to the Project, together with an assessment of existing ambient noise levels and noise sources in the Project vicinity. (GP EIR, p. IV-113).

Noise Fundamentals

Sound is a pressure wave transmitted through the air. Noise is simply defined as unwanted sound. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. (URBAN-E, p. 7). The effects of noise on people can include hearing loss, speech and sleep interference, physiological responses, and annoyance. (GP EIR, p. IV-113). Noise is simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. (URBAN-E, p. 7). **Table 5.8-A, Typical Noise Levels of Common Sounds**, shows the relationship of various noise levels to common noise events.

Table 5.8-A, Typical Noise Levels of Common Sounds

Common Outdoor Activities	Common Indoor Activities	Weighted Sound Level dBA	Subjective Loudness	Effects of Noise
Threshold of Pain		140	Intolerable or Deafening	Hearing Loss
Near Jet Engine		130		
		120		
Jet Fly-Over at 300 m (1000 ft)	Rock Band	110		
Load Auto Horn		100	Very Noisy	
Gas Lawn Mower at 1 m (3 ft)		90		

Table 5.8-A, Typical Noise Levels of Common Sounds

Common Outdoor Activities	Common Indoor Activities	Weighted Sound Level dBA	Subjective Loudness	Effects of Noise
Diesel Truck at 15 m (50 ft) at 80 km/hr (50 mph)	Food Blender at 1 m (3 ft)	80		Speech Interference
Noisy Urban Area, Daytime	Vacuum Cleaner at 3 m (10 ft)	70	Loud	
Heavy Traffic at 90 m (300 ft)	Normal Speech at 1 m (3 ft)	60		
Quiet Urban Daytime	Large Business Office	50	Moderate	
Quiet Urban Nighttime	Theater, Large Conference Room (background)	40		Sleep Disturbance
Quiet Suburban Nighttime	Library	30	Faint	No Effect
Quite Rural Nighttime	Bedroom at Night, Concert Hall (background)	20		
	Broadcast/Recording Studio	10	Very Faint	
Lowest Threshold of human Hearing	Lowest Threshold of human Hearing	0		
Source: URBAN-E, Exhibit 2-A				

Range of Noise
Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 1,000 feet, which can cause serious discomfort. Another important aspect of noise is the duration of the sound and the way it is described and distributed in time. (URBAN-E, pp. 7-8).

Noise Descriptors
Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most used metric is the equivalent level (Leq). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). Leq represents a steady state sound level containing the same total energy as a time varying signal over a given sample period and is commonly used to describe the “average” noise levels within the environment. (URBAN-E, p. 8).

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most

desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level, is utilized. CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA Leq sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA Leq sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when noise can become more intrusive. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. (URBAN-E, p. 8). The City of Perris relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources.

Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The way noise reduces with distance depends on the geometric spreading, ground absorption, atmospheric effects, and shielding.

The propagation path of noise from a highway to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 ft. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source. (URBAN-E, pp. 8-9).

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects. (URBAN-E, p. 9).

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an “out of sight, out of mind” effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearby residents. However, for vegetation to provide a substantial, or even noticeable, noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide and dense enough to completely obstruct the line-of-sight between the source and the receiver. This size of vegetation may provide up to 5 dBA of noise reduction. The Federal Highway Administration (FHWA) does not consider the planting of vegetation to be a noise abatement measure. (URBAN-E, p. 9).

Community Response to Noise

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud.

This definition is recommended by the California Department of Transportation's *2020 Traffic Noise Analysis Protocol for New Highway and Reconstruction Projects.* (TNAP, pp. 3-2, 3-8,7-1).

Vibration

Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency. (URBAN-E, p. 11).

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square. The root mean square amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation of vibration levels, VdB, is commonly used to measure the root mean square. Decibel notation, VdB, serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment and/or activities. (URBAN-E, p. 11).

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. **Figure 5.8-1, Typical Levels of Ground Borne Vibration** illustrates common vibration sources and the human and structural response to ground-borne vibration. (URBAN-E, p. 11).

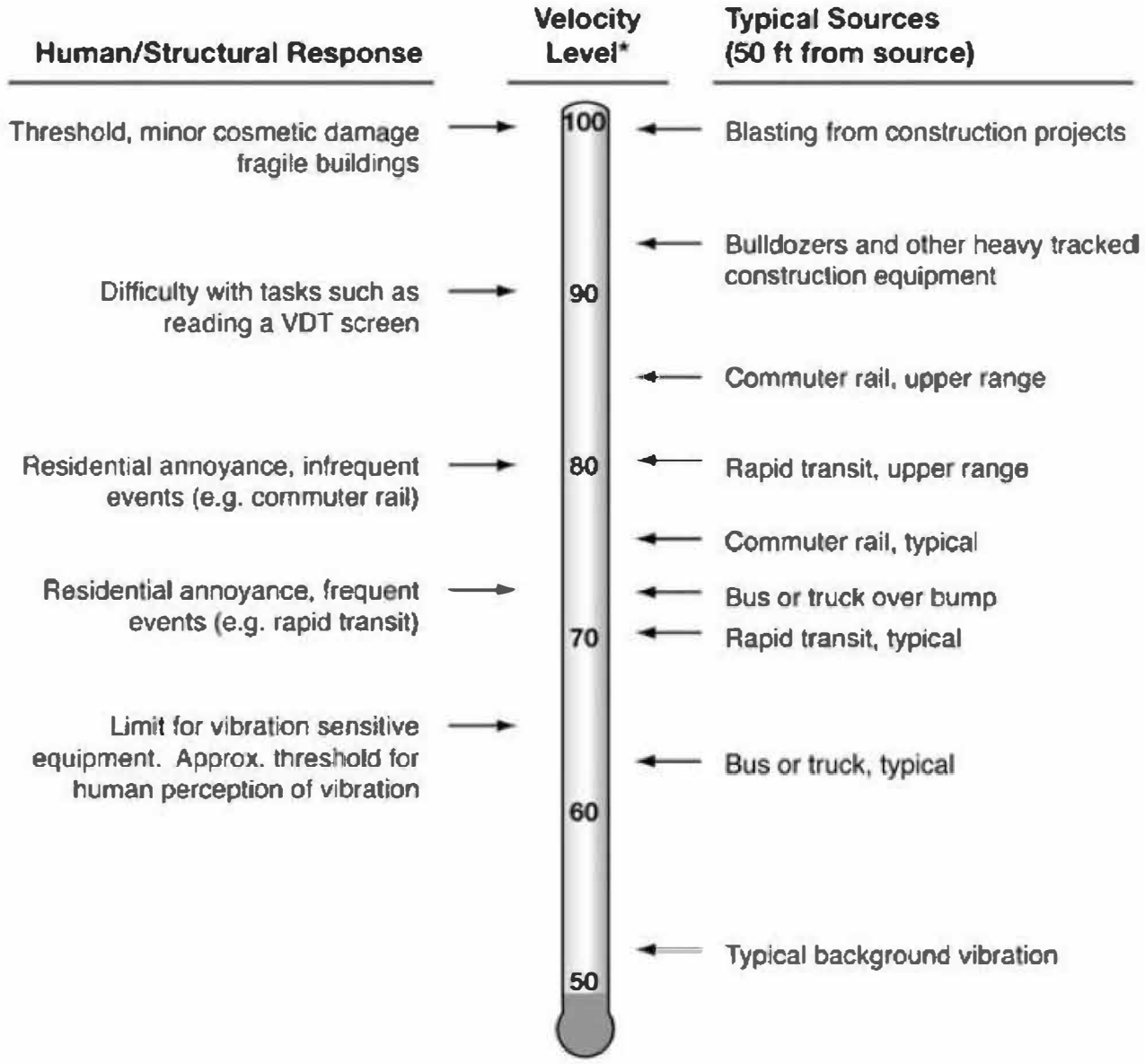
Existing Site and Surrounding Conditions

The Project site encompasses approximately 20 gross acres, located at the northeast corner of Trumble Road and Ethanac Road, in the City of Perris. The Project also includes an additional 12-acre offsite improvement area. The Project site is unimproved and is bordered by vacant land, as well as existing industrial and residential uses as reflected in **Figure 3.0-2** of this Draft EIR.

Existing Noise Levels

To assess the existing noise level environment, 24-hour noise level measurements (long-term noise levels) were taken at six locations, labeled L1 through L6, within the vicinity of the Project site as shown on **Figure 5.8-2, Ambient Noise Measurement Locations**. The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site. The hourly noise levels were measured during typical weekday conditions over a 24-hour period. (URBAN-C, p. 23)

EXHIBIT 2-C: TYPICAL LEVELS OF GROUND-BORNE VIBRATION



** RMS Vibration Velocity Level in VdB relative to 10^{-6} inches/second*

Source: Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual.

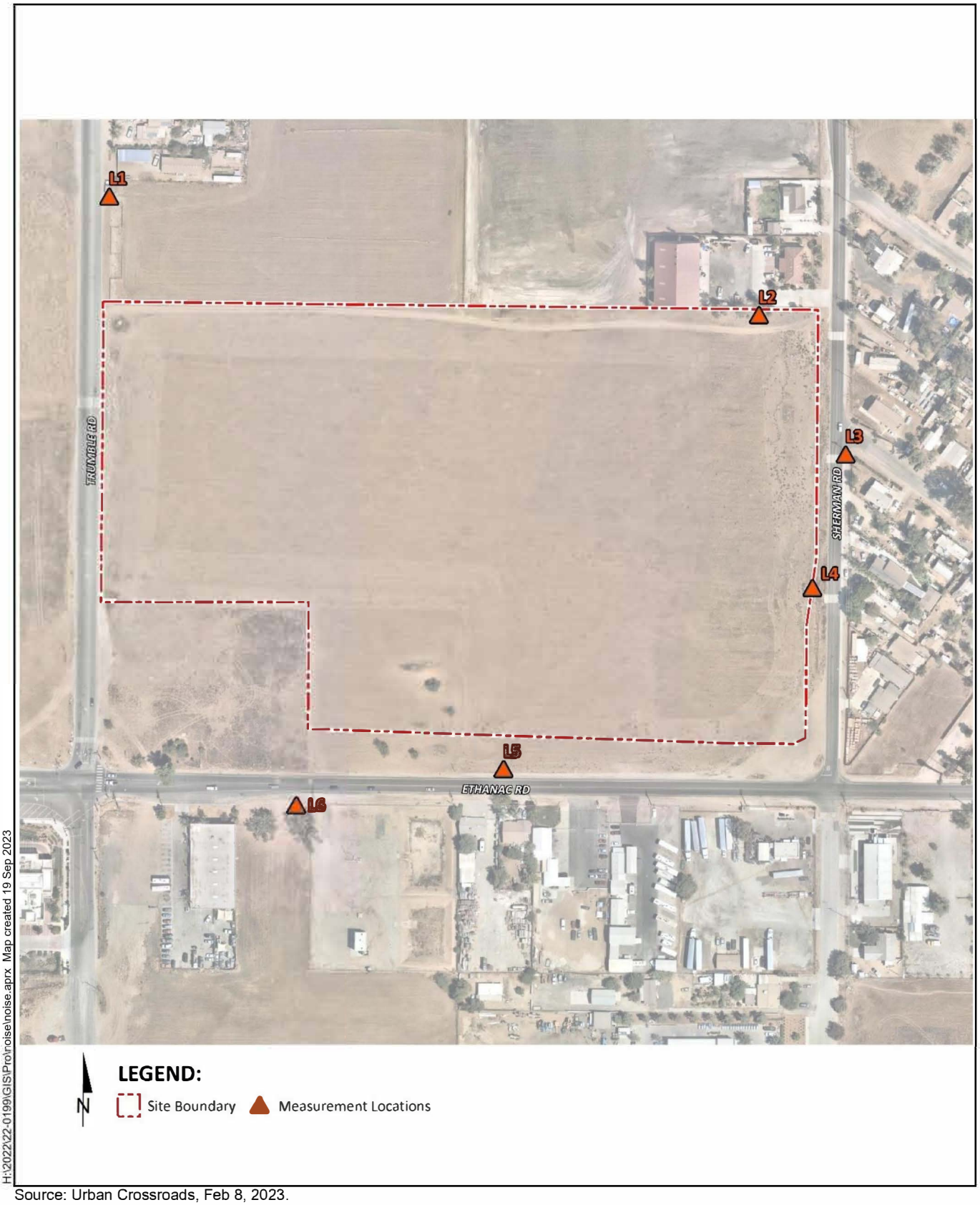
H:\2022\22-0199\GIS\Pro\noise\noise.aprx Map created 19 Sep 2023

Source: Urban Crossroads, Feb 8, 2023.

Figure 5.8-1 Typical Levels of Ground Borne Vibration

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



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Source: Urban Crossroads, Feb 8, 2023.

Figure 5.8-2 Ambient Noise Measurement Locations

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES

Table 5.8-B, Existing 24-hour Ambient Noise Levels below, provides a summary of the 24-hour ambient noise data.

Table 5.8-B, Existing 24-Hour Ambient Noise Levels

Site Location[1]	Description	Energy Average Noise Level (dBA Leq)[2]	
		Daytime	Nighttime
L1	Located northwest of the Project site near the existing residence at 25870 Trumble Road.	65.2	62.0
L2	Located north of the Project site near the Lonsdale Trucking landscaping supply store.	51.8	51.9
L3	Located east of the Project site near the residence at 25898 Sherman Road.	64.1	62.8
L4	Located east of the Project site near the residence at 25940 Sherman Road.	58.4	57.7
L5	Located south of the Project site near the residence at 27391 Ethanac Road.	68.2	65.3
L6	Located south of the Project site in the vacant lot next to the non-residential use at 27271 Ethanac Road.	64.6	61.9

Source: URBAN-E, Table 5-1

Notes:

1. Refer to **Figure 5.9-2, Ambient Noise Measurement Locations** for the noise level measurement locations.
2. Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in the appendix to the Noise Study.
   Daytime = 7:00 a.m. to 10:00 p.m.; Nighttime = 10:00 p.m. to 7:00 a.m.

Table 5.8-B above, indicates that daytime ambient noise levels range from 51.8 to 68.2 dBA L_{eq}. while nighttime ambient noise levels range from 51.9 to 65.3 dBA L_{eq} in the existing condition (URBAN-C, p. 24).

The March Air Reserve Base/Inland Port Airport (MARB/IPA) runway is located approximately 9 miles northwest of the Project site. The Project site is located within the Flight Corridor Buffer (Compatibility Zone D), which is an area considered to have a moderate to low noise impact and the Project site is mostly within or near the 55 dBA CNEL noise level contour boundaries.

5.8.2 Related Regulations

To limit the population's exposure to physically and/or psychologically damaging noise levels, the federal government, the State, various County governments, and most municipalities in California have established standards and ordinances to control noise.

Federal Regulations

To limit the population's exposure to physically and/or psychologically damaging noise levels, the federal government, the State, various County governments, and most municipalities in California have established standards and ordinances to control noise.

Noise Control Act of 1972

The U.S. Environmental Protection Agency's (EPA's) Office of Noise Abatement and Control was established to coordinate federal noise control activities. The Noise Control Act of 1972 establishes a national policy to promote an environment for all Americans free from noise that jeopardizes their health and welfare. The Act also serves to (1) establish a means for effective coordination of Federal research and activities in noise control; (2) authorize the establishment of Federal noise emission standards for products distributed in commerce; and (3) provide information to the public respecting the noise emission and noise reduction characteristics of such products. (EPA-A).

In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at lower levels of government. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to State and local governments. However, noise control guidelines and regulations contained in EPA rulings in prior years remain in place by designated Federal agencies, allowing more individualized control for specific issues by designated Federal, State, and local government agencies (EPA-A).

Federal Transit Administration and Federal Railroad Administration Standards

Although the Federal Transit Administration (FTA) standards are intended for federally-funded mass transit projects, the impact assessment procedures and criteria included in the FTA *Transit Noise and Vibration Impact Assessment Manual* are routinely used for projects proposed by local jurisdictions. The FTA and Federal Railroad Administration have published guidelines for assessing the impacts of ground-borne vibration associated with rail projects, which have been applied by other jurisdictions to non-rail projects. The FTA measure of the threshold of architectural damage for engineered concrete and masonry (no plaster) buildings and structures is 0.3 inch per second peak particle velocity (PPV). (FTA 2018, p. 186).

Occupational Safety and Health Administration)

The federal government regulates occupational noise exposure common in the workplace through the EPA and the Occupational Safety and Health Administration (OSHA). Noise regulations apply to the operation of construction equipment and may apply to industrial land uses. (OSHA). 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 will not be addressed further in this analysis.

State Regulations

California Noise Control Act of 1973

California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act of 1973, declares that excessive noise is a serious hazard to the public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It

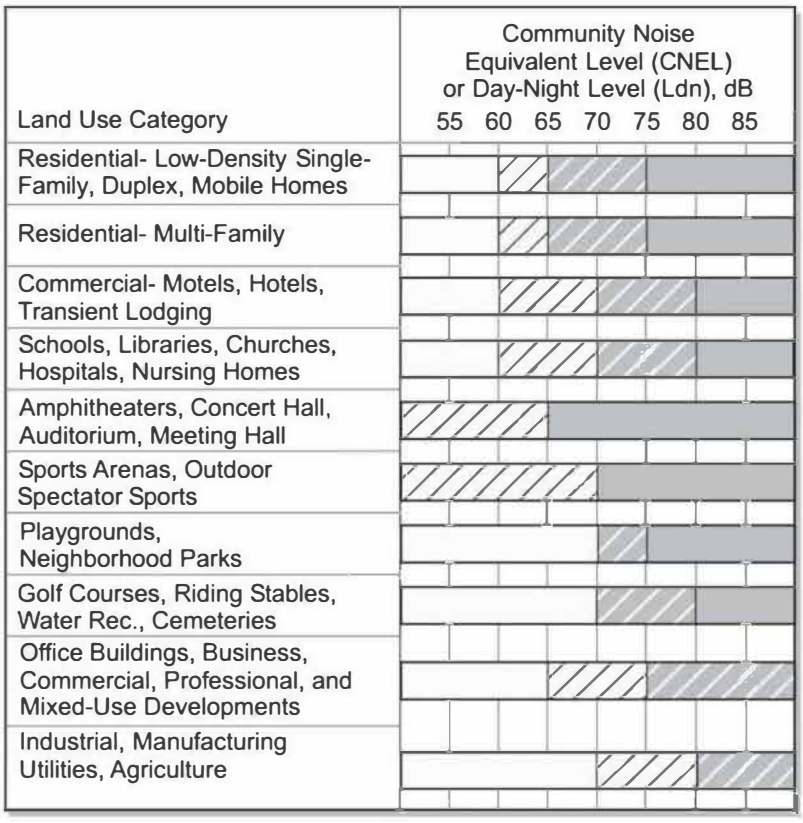
also identifies a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians free from noise that jeopardizes their health or welfare. (CHSC-A).

California Noise Insulation Standards (California Code of Regulations (CCR) Title 24)
In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for hotels, motels, dormitories, and multi-family residential buildings (CCR Title 24, Part 2). Title 24 establishes standards for interior room noise (attributable to outside noise sources). This State standard indicates that interior noise levels attributable to exterior noise sources shall not exceed 45 dB (CNEL or Ldn) in any habitable room. The City of Perris applies the interior noise criterion of 45 dBA CNEL for single family residences, in addition to multi-family residential structures.

State of California General Plan Guidelines
Through not adopted by law, the State of California General Plan Guidelines 2003 and updated in 2017, published by the California Governor's Office of Planning and Research, provide guidance for the compatibility of projects within areas of specific noise exposure. The 2017 General Plan Guidelines identify the suitability of various types of construction relative to a range of outdoor noise levels and provide each local community some flexibility in setting local noise standards that allow for the variability in community preferences. (OPR-A pp. 131-140). The General Plan Guidelines include a Noise and Land Use Compatibility Matrix that identifies acceptable and unacceptable community noise exposure limits for various land use categories. (OPR-A, p. 374).

The City of Perris has utilized the State's noise/land use compatibility matrix as a model to create their own. The matrix for community noise prepared by the State of California, Department of Health, as adopted by the City of Perris as reflected in **Figure 5.8-3, Land Use/Noise Compatibility Guidelines.** The compatibility guidelines identify "normally acceptable," "conditionally acceptable" and "clearly unacceptable" noise levels for siting various new land uses. A conditionally acceptable designation implies new development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and the needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements.

Business and Professions Code
Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353 address buyer notification requirements for lands around airports and are available on-line at http://www.leginfo.ca.gov/calaw.html. Any person who intends to offer subdivided lands, common interest developments and residential properties for sale or lease within an airport influence area is required to disclose that fact to the person buying the property.



Nature of the noise environment where the CNEL or Ldn level is:

Below 55 dB
Relatively quiet suburban or urban areas, no arterial streets within 1 block, no freeways within 1/4 mile.

55-65 dB
Most somewhat noisy urban areas, near but not directly adjacent to high volumes of traffic.

65-75 dB
Very noisy urban areas near arterials, freeways or airports.

75+ dB
Extremely noisy urban areas adjacent to freeways or under airport traffic patterns. Hearing damage with constant exposure outdoors.

Normally Acceptable

Specific land use is satisfactory, based on the assumption that any building is of normal conventional construction, without any special noise insulation requirements

Conditionally Acceptable

New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Normally Unacceptable

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in design.

Clearly Unacceptable

New construction or development should generally not be undertaken.

The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) are measures of the 24-hour noise environment. They represent the constant A-weighted noise level that would be measured if all the sound energy received over the day were averaged. In order to account for the greater sensitivity of people to noise at night, the CNEL weighting includes a 5-decibel penalty on noise between 7:00 p.m. and 10:00 p.m. and a 10-decibel penalty on noise between 10:00 p.m. and 7:00 a.m. of the next day. The Ldn includes only the 10-decibel weighting for late-night noise events. For practical purposes, the two measures are equivalent for typical urban noise environments.

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Source: Urban Crossroads, Feb 8, 2023.

Figure 5.8-3 Land Use/Noise Compatibility Guidelines

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Green Building Standards Code

The California Green Building Standards Code (CalGreen) limits noise within non-residential buildings. Relevant portions include the following:

> 5.507.4.2 Performance method. For buildings located as defined in Section 5.507.4.1 or 5.507.4.1.1 (within the 65 CNEL or L_{dn} noise contour of a freeway, expressway, industrial source, or fixed-guided source), wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level (Leq-1Hr) of 50 dBA in occupied areas during any hour of operation.

Local Regulations

City of Perris Comprehensive General Plan 2030

The City of Perris General plan contains policies that are considered applicable to the proposed Project, as identified below:

Noise Element

Goal I	Future land uses compatible with projected noise environments.
Policy I.A	The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.
Measure I.A.1	All new development proposals will be evaluated with respect to the State Noise/Land Use Compatibility Criteria. Placement of noise sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the "Normally Unacceptable" range and prohibited within areas exposed to "Clearly Unacceptable" noise ranges.
Measure I.A.3	Acoustical studies shall be prepared for all new development proposals involving noise sensitive land uses, as defined in Section 16.22.020J of the Perris Municipal Code, where such projects are adjacent to roadways and within existing or projected roadway CNEL levels of 60 dBA or greater.
Measure I.A.4	As part of any approvals of noise sensitive projects where reduction of exterior noise to 65 dBA is not reasonably feasible, the City will require the developer to issue disclosure statements to be identified on all real estate transfers associated with the affected property that identifies regular exposure to roadway noise.
Goal IV	Future land uses compatible with noise from air traffic.
Policy IV.A	Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher.
Measure IV.A.1	As part of any approvals for new sensitive land uses within the 60 dBA CNEL or higher noise contours associated with March Inland Port, and for such new uses within the flight paths associated with the Perris Valley Skydiving Center, the City will require the developer to issue disclosure statements identifying exposure to regular aircraft noise. This disclosure

	shall be issued at the time of initial and all subsequent sales of the affected properties.
Measure IV.A.2	All new development proposals in the noise contour areas of 60 dBA and above will be evaluated with respect to the State Noise/Land Use Compatibility Criteria.
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.
Measure V.A.1	An acoustical impact analysis shall be prepared for new industrial and large scale commercial facilities to be constructed within 160 feet of the property line of any existing noise sensitive land use. This analysis shall document the nature of the commercial or industrial facility as well as all interior or exterior facility operations that would generate exterior noise. The analysis shall document the placement of any existing or proposed noise-sensitive land uses situated within the 160-foot distance. The analysis shall determine the potential noise levels that could be received at these sensitive land uses and specify specific measures to be employed by the large scale commercial or industrial facility to ensure that these levels do not exceed 60 dBA CNEL at the property line of the adjoining sensitive land use. No development permits or approval of land use applications shall be issued until the acoustic analysis is received and approved by the City Staff.

City of Perris General Plan EIR
There are no applicable mitigation measures from the EIR for the Perris Comprehensive General Plan 2030 that pertain to noise.

City of Perris Municipal Code
The following sections of the City's Municipal Code are applicable and pertain to noise:

Title 7 – Health and Welfare (Chapter 7.34 Noise Control). The purpose of this chapter is to establish the permissible noise level at any point on the property line of the affected receivers.

- **Section 7.34.040 Sound Amplification.** This section provides outdoor noise standards for affected receivers, when measured outdoors at or beyond the property line of the property from which sound emanates. Maximum noise levels shall not exceed 60 dBA during nighttime hours (10:01 p.m. – 7:00 a.m.) and 80 dBA during daytime hours (7:01 a.m. – 10:00 p.m.).
- **Section 7.34.050 General Prohibition.** This section provides general prohibitions on the generation of noise levels. It unlawful for any person to willfully make, cause or suffer, or permit to be made or caused, any loud excessive or offensive noises or sounds which unreasonably disturb the peace and quiet of any residential neighborhood or which are physically annoying to persons of ordinary sensitivity or which are so harsh, prolonged or unnatural or unusual in their use, time or place as to occasion physical discomfort to the inhabitants of the city, or any section thereof. The standards for dBA noise level in Section 7.34.040 shall apply to this section.
- **Section 7.34.060 Construction Noise.** This section provides noise standards for construction activities. For residential zones, outdoor construction noise shall not exceed 80 dBA at nearby

residential property lines. Construction activities shall not occur between the hours of 7:00 p.m. – 7:00 a.m. on any day including legal holidays (except for Columbus Day and Washington's birthday) or Sundays. Construction activities include erect, construct, demolish, excavate, alter, or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise.

Good Neighbor Guidelines Siting New and/or Modified Industrial Facilities
The City of Perris adopted the Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities in September 2022. The City of Perris Good Neighbor Guidelines aims to balance economic growth, industrial development, and business success while implementing methods for the reduction of potential negative impacts on sensitive receptors. The City of Perris Good Neighbor Guidelines goals and recommended policies formalize what is expected from industrial development, particularly those closer to sensitive receptors. The Project has been designed to implement the City of Perris Good Neighbor Guidelines as identified in *Section 3.9.1 – City of Good Neighbor Guidelines* in the Project Description of this Draft EIR. The City of Perris Good Neighbor Guidelines regarding noise reduction that could be modeled have been included in the noise modeling analysis.

5.8.3 Comments Received in Response to the Notice of Preparation and Draft EIR Scoping Meeting

Two written comment letter(s) were received related to noise in response to the Notice of Preparation. The comment letters were received from the City of Menifee and a nearby resident, Brittanny Conner. A summary of these written comment letters can be found in *Table 2.0-A, Written Comments Received During the Notice of Preparation Comment Period* in the Introduction section of this Draft EIR.

Two verbal comments were also provided during the October 18, 2023 Draft EIR public scoping meeting. The verbal comments provided are summarized in *Table 2.0-B, Verbal Comments Provided During the Draft EIR Scoping Meeting* in the Introduction section of this Draft EIR. All noise-related comments are addressed in this Section.

5.8.4 Thresholds of Significance

The City of Perris has not established local CEQA significance thresholds and instead, defers to the thresholds of significance identified in Appendix G to the State CEQA Guidelines. Impacts related to this Project may be considered potentially significant if:

- The proposed Project would generate 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; and
- The proposed Project would generate excessive groundborne vibration or groundborne noise levels.

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. **Table 5.8-C, Significance Criteria Summary** shows the significance criteria summary matrix.

Table 5.8-C, Significance Criteria Summary

Analysis	Condition(s)	Significance Criteria	
		Daytime	Nighttime
Off-Site Traffic[1]	if ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
	if ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
	if ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
Operational	At Project site boundary[2]	80 dBA L_{max}	60 dBA L_{max}
	Within 160 Feet of noise-sensitive use[3]	60 dBA CNEL (exterior)	
	if ambient is < 60 dBA L_{eq}[1]	≥ 5 dBA L_{eq} Project increase	
	if ambient is 60 - 65 dBA L_{eq}[1]	≥ 3 dBA L_{eq} Project increase	
	if ambient is > 65 dBA L_{eq}[1]	≥ 1.5 dBA L_{eq} Project increase	
Construction	Noise Level Threshold[4]	80 dBA L_{max}[4]	60 dBA L_{max}[2]
	Vibration Level Threshold[5]	0.3 PPV (in/sec)	

Source: URBAN-E, Table 4-1
Notes:
1. FICON, 1992.
2. City of Perris Municipal Code, Section 7.34.040.
3. City of Perris General Plan Noise Element, Implementation Measure V.A.1.
4. City of Perris Municipal Code, Section 7.34.060.
5. Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19. "Daytime" = 7:01 a.m. - 10:00 p.m.; "Nighttime" = 10:01 p.m. - 7:00 a.m.

5.8.5 Project Design Features

As indicated in *Section 3.8 – Proposed Sustainability Features* of the Project Description of this Draft EIR, the Project includes design features that comply with the City's General Plan. These design features are listed below:

- Construct 14-foot decorative block wall, architecturally consistent with the building on the east and west side of the Project site. The walls would screen the views of the truck parking areas and loading bays, provide privacy, security, and noise control.
- Provide various landscape buffers as described in *Section 3.0 – Project Description* of this Draft EIR.
- Construct dock doors at least 300 feet away from the nearest property line to the sensitive receptor east of the Project site, within the City of Menifee.
- Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485.
- Signage shall be posted onsite directing truck drivers to use existing City truck routes on Ethanac Road.
  The Project owner will inform building operators of existing requirements to turn off equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than 5 minutes. Truck idling shall not exceed 5 minutes in time. All facilities will post signs (both interior and exterior facing signs, including signs directed at all dock and delivery areas) requiring that trucks shall not be left idling for more than 5 minutes pursuant to Title 13 of the

California Code of Regulations, Section 2485, which limits idle times to not more than five minutes and to report violations to the California Air Resources Board, the South Coast Air Quality Management District, and the building manager.

The Project also includes design features that comply with applicable guidelines from the Perris GNG. The full list is included in *Section 3.9.1 –Good Neighbor Guidelines* of the Project Description of this Draft EIR The following are, but not limited to, design features that implement Perris GNG recommended policies:

- Minimize noise from construction activities.
- Equipment used for Project construction would be equipped with properly operating and maintained mufflers, consistent with manufacturer's standards.
- To the extent practicable, the Project's construction contractors would locate or park all stationary construction equipment away from sensitive receptors near the project site.
- Project driveways, loading docks, and internal circulation routes would be located away from sensitive receptors.
- Truck loading bays and drive aisles would be designed to minimize truck noise.
- Signs would be posted in prominent locations indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited.
- Signs would 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.
- Exits and entries are not located near sensitive receptors.
- The Project includes adequate on-site parking for commercial trucks and passenger vehicles and adequate on site queuing for trucks away from sensitive receptors.
- Project operation would comply with truck routing plans to avoid sensitive receptors to the extent feasible.

5.8.6 Methodology

The methodology utilized in the *Noise and Vibration Analysis* and analysis within *Section 5.8 – Noise,* is summarized below.

Existing Noise
Existing long-term noise readings were recorded using Piccolo Type 2 integrating sound level meters and dataloggers. long term *Noise and Vibration Analysis* evaluates noise levels at residential and non-residential land uses surrounding the Project site. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (URBAN-E, p. 23).

The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site. Both Caltrans and the FTA recognize that it is not reasonable to collect noise level measurements that can fully represent every part of a private yard, patio, deck, or balcony normally used for human activity when estimating impacts for new development projects. This is demonstrated in the Caltrans general site location guidelines which indicate that, "sites must be free of noise contamination by sources other

than sources of interest. Avoid sites located near sources such as barking dogs, lawnmowers, pool pumps, and air conditioners unless it is the express intent of the analyst to measure these sources." FTA guidance further states, "it is not necessary nor recommended that existing noise exposure be determined by measuring at every noise-sensitive location in the project area. Rather, the recommended approach is to characterize the noise environment for clusters of sites based on measurements or estimates at representative locations in the community." (URBAN-C, p. 23).

Receptor Locations

To assess the potential for long-term operational and short-term construction noise impacts, the following sensitive receiver locations, as shown in **Figure 5.8-4, Sensitive Receptor Locations**, were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, educational facilities, and libraries. Other receivers include office and industrial buildings, which are not considered as sensitive as single-family homes, but are still protected by City of Perris land use compatibility standards.

To describe the potential off-site Project noise levels, five receiver locations in the vicinity of the Project site were identified. The selection of receiver locations is based on FHWA guidelines and is consistent with additional guidance provided by Caltrans and the FTA, as previously described. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to the property line of each receiver location.

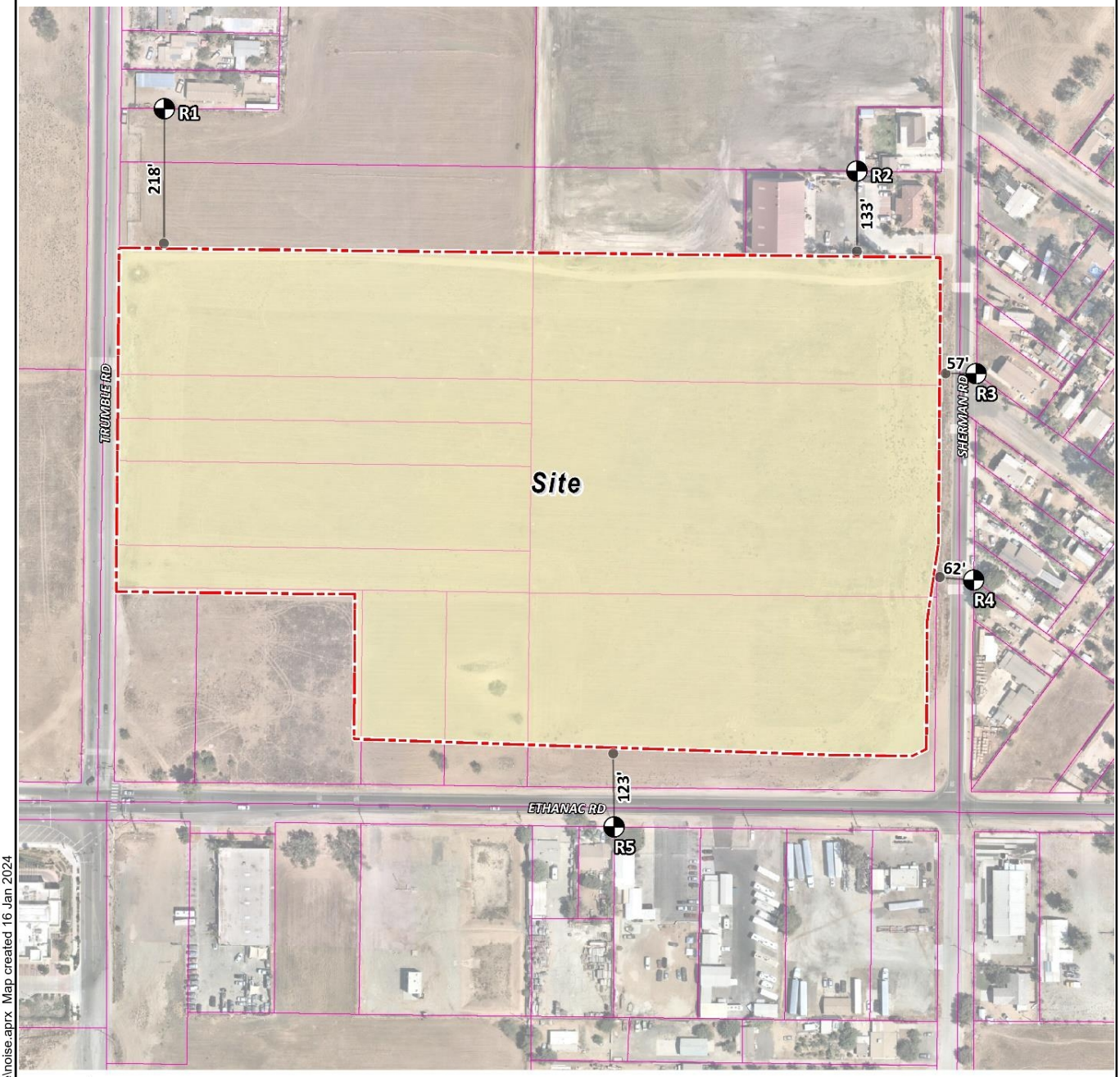
R1: Location R1 represents the property line of the existing residence at 25870 Trumble Road approximately 218 feet north of the Project site within the City of Perris. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

R2: Location R2 represents the property line of the existing noise sensitive residence at 3042 Sherman Road approximately 133 feet north of the Project site within the City of Perris. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

R3: Location R3 represents the property line of the existing noise sensitive residence at 25870 Tyler Avenue approximately 57 feet east of the Project site within the City of Perris. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

R4: Location R4 represents the property line of the existing noise sensitive residence at 25940 Sherman Road approximately 62 feet east of the Project site within the City of Perris. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

R5: Location R5 represents the property line of the existing noise sensitive residence at 27391 Ethanac Road, approximately 123 feet south of the Project site within the City of Menifee. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.



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Source: Urban Crossroads, Dec 7, 2023.

5.8-4 Sensitive Receptor Locations

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Construction Noise

The magnitude of the noise impact during construction is a function of the type of construction activity, equipment, duration of the construction activity, distance between the construction noise source and receptor, and intervening structures. It was assumed that construction of the project would require approximately 12 months to complete. Construction of the building would require the following phases: site preparation, grading, building construction, architectural coatings application, paving and landscaping.

The construction noise analysis used the CadnaA (Computer Aided Noise Abatement) prediction model and reference construction equipment noise levels from the FHWA's Roadway Construction Noise Model, which includes a national database of construction equipment reference noise emission levels. The Roadway Construction Noise Model equipment database provides a comprehensive list of the noise generating characteristics for specific types of construction equipment including reference L_{max} noise levels measured at 50 feet. Generally, noise levels generated by heavy construction equipment can range from approximately 68 dBA to more than 85 dBA L_{max} when measured at 50 feet from the source receiver. However, with distance from construction, noise levels diminish at a rate of 6 dBA per doubling distance. (URBAN-E, p. 57). It was assumed that multiple pieces of equipment would be used simultaneously at the nearest receiver locations. To assess the worst-case construction noise levels, the construction noise analysis used the highest reference noise level for each of the construction stages at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location. (URBAN-E, p. 59). It was further assumed nighttime concrete pouring activities would occur as part of the Project. Concrete pouring activities are limited to the actual building pad and loading dock areas. (URBAN-E, p. 60).

The construction equipment reference noise levels per construction phase for the Project are shown in **Table 5.8-D, Project Construction Reference Noise Levels** below.

Table 5.8-D, Project Construction Reference Noise Levels

Construction Stage	Construction Equipment	Reference Noise Level at 50 feet (dBA L_{Max})	Highest Reference Noise Level (dBA L_{Max})
Site Preparation	Crawler Tractors	**82**	**82**
	Rubber Tired Dozers	79	
Grading	Crawler Tractors	82	**85**
	Excavators	81	
	Graders	**85**	
	Rubber Tired Dozers	79	
	Scrapers	84	
Building Construction	Cranes	81	**85**
	Forklifts	**85**	
	Generator Sets	73	
	Backhoes	78	
	Welders	74	

Table 5.8-D, Project Construction Reference Noise Levels

Construction Stage	Construction Equipment	Reference Noise Level at 50 feet (dBA L_{Max})	Highest Reference Noise Level (dBA L_{Max})
Arch. Coating	Air Compressors	**78**	**78**
Paving	Pavers	77	**85**
	Paving Equipment	**85**	
	Rollers	80	
Landscaping	Cranes	81	**85**
	Forklifts	**85**	
	Backhoes	78	
	Welders	74	
Source: URBAN-E, Table 10-1			

Roadway Noise

The expected roadway noise level increases from vehicular traffic along adjacent roadways were modeled utilizing a program that replicates the *FHWA Traffic Noise Model – FHWA-RD77-108* (*FHWA Model*). Adjustments to the *FHWA Model* were made to account for the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period.

Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The location of the roadway segments are shown in **Figure 5.8-5, Off-Site Study Area Roadway Segments**. The noise contours were developed based on five traffic scenarios from the Project's *Traffic Analysis* prepared by Urban Crossroads (URBAN-F) and included as Appendix G.1 of this Draft EIR. The traffic scenarios include: 1) Existing; 2) Existing plus Project; 3) Existing plus Ambient Growth plus Cumulative (2025) Without Project Conditions; 4) Existing plus Ambient Growth plus Cumulative (2025) With Project Conditions; 5) Horizon Year (2045) Without Project; and 6) Horizon Year (2045) With Project.

The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project site area. (URBAN-E, p. 33). The vehicle mix used for each "Without Project" condition is available in the *Noise and Vibration Analysis – Table 6-4: Without Project Vehicle Mix*.



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Source: Urban Crossroads, Feb 8, 2023.

Figure 5.8-5 Off-Site Study Area Roadway Segments

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Table 5.8-E, **Existing Without Project Noise** below, provides data for the Existing (E) Without Project condition.

Table 5.8-E, Existing Without Project Noise

	Roadway and Segment	ADT Volume (vehicles)	Receiving Land Use	CNEL at Nearest Land Use (dBA)[1]	Distance to Counter from Centerline (in feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Trumble Rd. n/o Ethanac Rd.	1,974	Non-Sensitive	63.8	RW	RW	84
2	Trumble Rd. s/o Ethanac Rd.	1,926	Sensitive	63.7	RW	RW	83
3	Sherman Rd. n/o Ethanac Rd.	3,714	Sensitive	65.6	RW	36	78
4	Sherman Rd. s/o Ethanac Rd.	518	Sensitive	57.1	RW	RW	RW
5	Ethanac Rd. w/o Trumble Rd.	13,192	Non-Sensitive	68.6	RW	159	342
6	Ethanac Rd. e/o Trumble Rd.	12,383	Sensitive	68.3	RW	152	328
7	Ethanac Rd. w/o Sherman Rd.	12,383	Non-Sensitive	68.3	RW	152	328
8	Ethanac Rd. e/o Sherman Rd.	7,655	Non-Sensitive	66.2	RW	111	238

Source*:* URBAN-E*,* Tables 6-2 and 7-1

Notes:

1. The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use. RW = Location of the respective noise contour falls within the right-of-way of the road.

As reflected in **Table 5.8-E** above, in the Existing Without Project condition, exterior noise levels are expected to range from 57.1 to 68.6 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography.

Table 5.8-F, Existing plus Ambient Growth plus Cumulative (2025) Without Project Traffic Noise below, provides data for the Existing plus Ambient Growth plus Cumulative (EAC) (2025) Without Project traffic condition.

Table 5.8-F, Existing plus Ambient Growth plus Cumulative (2025) Without Project Traffic Noise

Roadway and Segment		ADT Volume (vehicles)	Receiving Land Use	CNEL at Nearest Land Use (dBA)[1]	Distance to Counter from Centerline (in feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Trumble Rd. n/o Ethanac Rd.	2,641	Non-Sensitive	65.0	RW	47	102
2	Trumble Rd. s/o Ethanac Rd.	2,104	Sensitive	64.1	RW	RW	88
3	Sherman Rd. n/o Ethanac Rd.	4,930	Sensitive	66.9	RW	44	94
4	Sherman Rd. s/o Ethanac Rd.	6,354	Sensitive	68.0	RW	52	112
5	Ethanac Rd. w/o Trumble Rd.	36,207	Non-Sensitive	72.9	145	312	671
6	Ethanac Rd. e/o Trumble Rd.	35,192	Sensitive	72.8	142	306	659
7	Ethanac Rd. w/o Sherman Rd.	35,192	Non-Sensitive	72.8	142	306	659
8	Ethanac Rd. e/o Sherman Rd.	23,365	Non-Sensitive	71.0	108	233	501

Source*:* URBAN-E, Tables 6-2 and 7-3

Notes:

1. The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use. RW = Location of the respective noise contour falls within the right-of-way of the road.

As reflected in **Table 5.8-F** above, in the Existing plus Ambient Growth plus Cumulative (2025) Without Project condition, exterior noise levels are expected to range from 64.1 to 72.9 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography.

Table 5.8-G, Horizon Year (2045) Without Project Noise below, provides data for the Horizon Year (2045) Without Project traffic condition.

Table 5.8-G, Horizon Year (2045) Without Project Noise

	Roadway and Segment	ADT Volume (vehicles)	Receiving Land Use	CNEL at Nearest Land Use (dBA)[1]	Distance to Counter from Centerline (in feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Trumble Rd. n/o Ethanac Rd.	3,411	Non-Sensitive	66.2	RW	56	121
2	Trumble Rd. s/o Ethanac Rd.	2,421	Sensitive	64.7	RW	RW	96
3	Sherman Rd. n/o Ethanac Rd.	14,781	Sensitive	71.6	42	91	196
4	Sherman Rd. s/o Ethanac Rd.	6,440	Sensitive	68.0	RW	52	113
5	Ethanac Rd. w/o Trumble Rd.	85,382	Non-Sensitive	76.7	256	552	1189
6	Ethanac Rd. e/o Trumble Rd.	78,372	Sensitive	76.3	242	521	1123
7	Ethanac Rd. w/o Sherman Rd.	78,372	Non-Sensitive	76.3	242	521	1123
8	Ethanac Rd. e/o Sherman Rd.	69,883	Non-Sensitive	75.8	224	483	1041

Source*:* URBAN-E, Tables 6-2 and 7-5

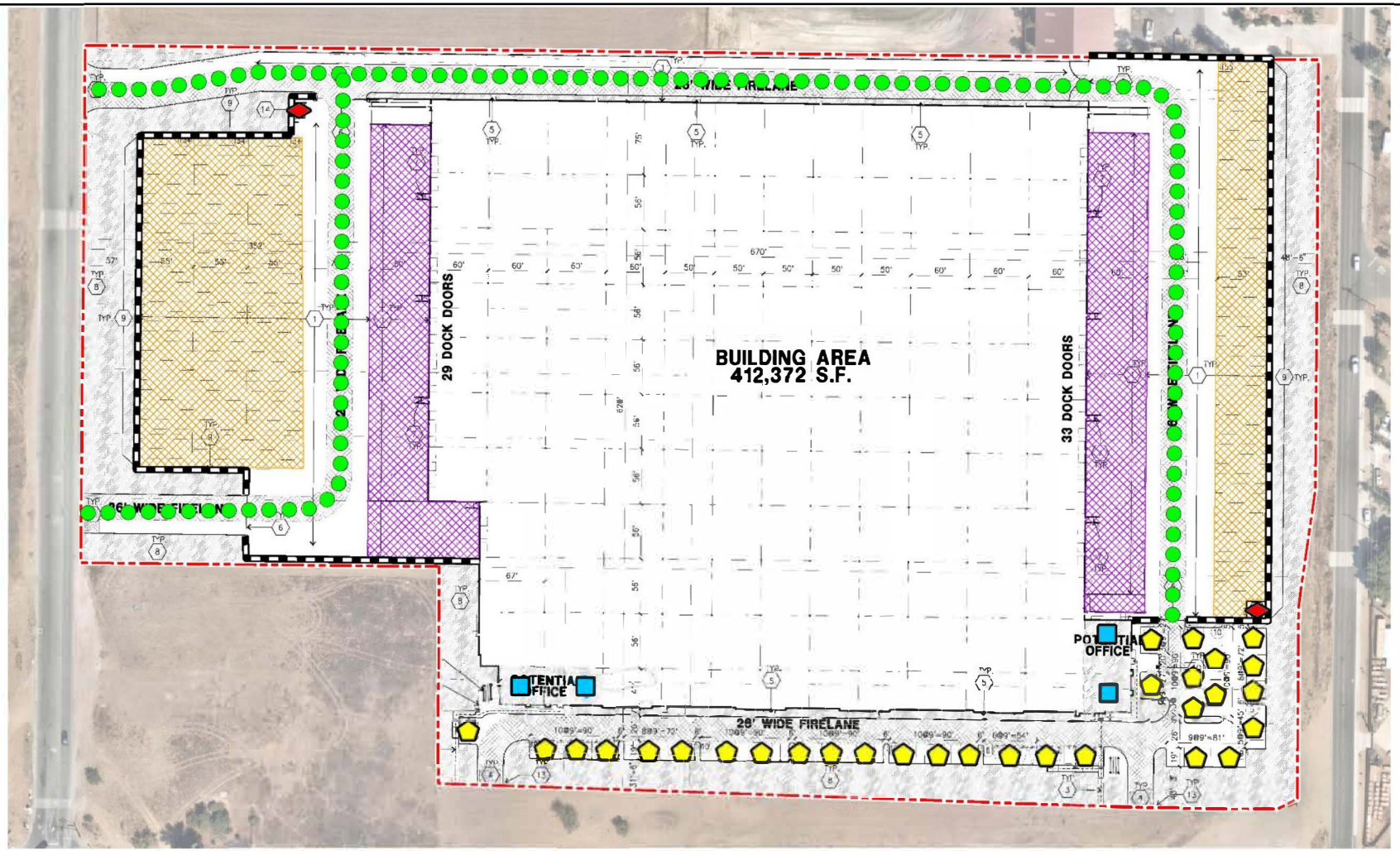
Notes:

1. The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use. RW = Location of the respective noise contour falls within the right-of-way of the road.

Table 5.8-G above shows the Horizon Year (2045) without Project condition CNEL noise levels. The Horizon Year (2045) without Project exterior noise levels are expected to range from 64.7 to 76.7 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography.

Operational Noise

The operational noise levels of the approximately 412,348-square-foot high-cube speculative warehouse, of which 50,000 square feet would be used for cold storage uses and 15,000 square feet for supporting office uses, assumed that the Project warehouse would operate 24 hours per day, seven days per week. The Project would include 14-foot-high walls around the loading docks. The Project-related operational noise sources are expected to include cold storage loading dock activity, dry goods loading dock/tractor trailer parking, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements as reflected in **Figure 5.8-6, Operational Noise Source Locations**.



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Source: Urban Crossroads, Feb 8, 2023.

Figure 5.8-6 Operational Noise Source Locations

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The construction noise analysis used the CadnaA prediction model and reference operational noise levels collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. **Table 5.8-H, Reference Operational Noise Levels**, below presents both the average hourly L_{eq} and the maximum permissible L_{max} reference noise levels to determine compliance with the City's exterior noise level standard for new industrial and large commercial facilities. To assess the worst-case operational noise levels, it was assumed that the cold storage loading dock activity, dry goods loading dock/tractor trailer parking, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements would all operate continuously. (URBAN-E, p. 43).

Table 5.8-H, Reference Operational Noise Levels

Noise Source[1]	Noise Source Height (Feet)	Min./Hour[2]		Reference Noise Level (dBA L_{eq})	Reference Noise Level (dBA L_{max})
		Day	Night	@ 50 Feet	@ 50 Feet
Cold Storage Loading Dock Activity	8	60	60	64.4	74.8
Dry Goods/Tractor Trailer Parking	8	60	60	62.8	71.2
Roof-Top Air Conditioning Units	5	39	28	57.2	57.7
Trash Enclosure Activity	5	60	30	56.8	71.1
Parking Lot Vehicle Movements	5	60	60	56.1	59.7
Truck Movements	8	60	60	58.0	73.1

Source: URBAN-E, Table 9-1
Notes:
1. As measured by Urban Crossroads, Inc.
2. Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. Daytime = 7:01 a.m. to 10:00 p.m.; Nighttime = 10:01 p.m. to 7:00 a.m.

Construction Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. The ground source vibration levels associated with various types of construction equipment are summarized in **Table 5.8-I, Vibration Source Levels for Construction Equipment.** The expected vibration from construction activities are calculated based on the ground source vibration levels and the construction vibration assessment methodology published by the FTA. (URBAN-E, p. 62).

Table 5.8-I, Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089
Vibratory Roller	0.210
Source: URBAN-E, Table 10-5	

5.8.7 Environmental Impacts

Threshold A: Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Noise impacts generally fall into two broad categories with respect to all types of projects and noise standards: noise impacts from a project and noise impacts to a project. The first category is the noise created by the uses or traffic associated with a project. The second category of noise impacts is noise created off-site that may cause unacceptable levels of noise within buildings or outdoor areas to a project site.

Construction Noise

A noise construction analysis was prepared to estimate worst-case construction activity impacts to the closest existing residences. The noise analysis relied on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location. (URBAN-E, p. 59). **Figure 5.8-7, Construction Noise Source Locations** shows the on-site construction noise source activity including the site adjacent off-site roadway improvement locations in relation to the nearest sensitive receiver locations previously described previously.



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Source: Urban Crossroads, Dec 7, 2023.

5.8-7 Construction Noise Source Locations

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The highest predicted construction noise levels at receiver locations for each construction activity are summarized in **Table 5.8-J, Construction Equipment Noise Level Summary** below.

Table 5.8-J, Construction Equipment Noise Level Summary

Receiver Location[1]	Highest Construction Noise Levels (dBA L_{max})						
	Site Preparation	Grading	Building Construction	Arch Coating	Paving	Landscaping	Highest Levels[2]
R1	58.2	61.2	61.2	54.2	61.2	61.2	61.2
R2	71.0	74.0	74.0	67.0	74.0	74.0	74.0
R3	76.5	79.5	79.5	72.5	79.5	79.5	79.5
R4	76.6	79.6	79.6	72.6	79.6	79.6	79.6
R5	70.6	73.6	73.6	66.6	73.6	73.6	73.6

Source; URBAN-E, Table 10-2
Notes
1. Construction noise source and receiver locations are shown on **Figure 5.8-7**.
2. Construction noise level calculations based on distance from the construction activity area to nearby receiver locations. CadnaA construction noise model inputs are included in URBAN C-E, Appendix 10.1.

To demonstrate compliance with local noise regulations, the Project-only construction noise levels are evaluated against exterior noise level thresholds established by Section 7.34.060 of City of Perris Municipal Code at the adjacent property line. As shown in **Table 5.8-K, Construction Noise Levels Compliance** below, the estimated construction noise levels at the adjacent noise sensitive receiver locations would satisfy the 80 dBA L_{max} construction noise level standard.

Table 5.8-K, Construction Noise Levels Compliance

Receiver Location[1]	Construction Noise Levels (dBA L_{max})		
	Highest Construction Noise Levels[2]	Threshold	Threshold Exceeded?
R1	61.2	80	No
R2	74.0	80	No
R3	79.5	80	No
R4	79.6	80	No
R5	73.6	80	No

Source: URBAN-E, Table 10-3
Notes:
1. Construction noise source and receiver locations are shown on **Figure 5.8-7**.
2. Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown in **Table 5.8-I**.

Potential noise from nighttime concrete pouring noise activities was also analyzed. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during the daytime hours and are generally limited to the actual building pad and loading dock areas as illustrated in **Figure 5.8-8, Nighttime Concrete Pour Activity**. (URBAN-E, p. 61). **Table 5.8-L, Nighttime Concrete Pour Noise Levels Compliance** below, shows predicted noise levels for concrete pouring activities. The table shows that the pouring activities would range from 49.2 dBA L_{max} to 59.5 dBA $L_{max.,}$ which is below the City's noise standard.

Table 5.8-L, Nighttime Concrete Pour Noise Levels Compliance

Receiver Location[1]	Construction Noise Levels (dBA L_{max})		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?
R1	49.2	60	No
R2	57.4	60	No
R3	59.1	60	No
R4	59.5	60	No
R5	59.2	60	No

Source: URBAN-E, Table 10-4
Notes:
1. Construction noise source and receiver locations are shown on **Figure 5.8-7**.
2. Detailed nighttime concrete pour noise model inputs are included in URBAN-E, Appendix 10.3.
3. City of Perris Municipal Code, Section 7.34.040.

Since the nighttime concrete pours would take place outside the permitted City of Perris Municipal Code Section 7.34.060 hours of 7:00 a.m. to 7:00 p.m. on any day except Sundays and legal holidays (with the exception of Columbus Day and Washington's birthday), the Project Applicant would be required to obtain authorization for nighttime work from the City.

Construction Conclusion

Since the unmitigated noise impact due to Project construction activities, including nighttime concrete pouring, are below the City threshold, then construction-related noise would be less than significant.



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Source: Urban Crossroads, Dec 7, 2023.

5.8-8 Nighttime Concrete Pour Activity

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Operational Noise

Project-Generated Stationary Noise Impacts

Development of the proposed Project would result in changes to existing noise levels on the Project site by introducing new stationary sources of noise, including cold storage loading dock activity, dry goods loading dock/tractor trailer parking, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements. These new noise sources may affect noise-sensitive land uses near the Project site.

The predicted operational source noise levels expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations were calculated. (URBAN-E, p. 46).

Table 5.8-M, Daytime Project Operational Noise Levels below, shows the Project operational noise levels during the daytime hours of 7:01 a.m. to 10:00 p.m.

Table 5.8-M, Daytime Project Operational Noise Levels

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA L_{max})				
	R1	R2	R3	R4	R5
Cold Storage Loading Dock Activity	59.0	56.6	60.8	60.7	41.7
Dry Goods/Tractor Trailer Parking	50.3	52.0	55.0	54.5	35.3
Roof-Top Air Conditioning Units	26.9	27.8	34.2	36.3	36.4
Trash Enclosure Activity	37.2	39.3	37.9	44.6	24.2
Parking Lot Vehicle Movements	22.9	28.2	39.9	52.1	54.5
Truck Movements	37.0	29.9	29.6	28.9	23.4
Total (All Noise Sources)	**59.6**	**58.0**	**61.9**	**62.2**	**54.8**
Daytime Threshold (dBA L_{max})	**80**	**80**	**80**	**80**	**80**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**

Source: URBAN-E, Table 9-2, 9-4
Notes: See **Figure 5.8-6** for noise source locations.

Table 5.8-M above, reflects that the daytime hourly noise levels at the off-site receiver locations are expected to range from 54.8 to 62.2 dBA L_{max}. The expected daytime operational noise levels would not exceed the City's 80 dBA L_{max} standards for exterior noise level standards at nearby noise-sensitive receiver locations. As such, no daytime operational noise mitigation is required.

Table 5.8-N, Nighttime Project Operational Noise Levels below, shows the Project operational noise levels during the nighttime hours of 10:01 p.m. to 7:00 a.m. The differences between the daytime and nighttime noise levels are largely related to the duration of noise activity.

Table 5.8-N, Nighttime Project Operational Noise Levels

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA L_{max})				
	R1	R2	R3	R4	R5
Cold Storage Loading Dock Activity	59.0	56.6	60.8	60.7	41.7
Dry Goods/Tractor Trailer Parking	50.3	52.0	55.0	54.5	35.3
Roof-Top Air Conditioning Units	24.5	25.4	31.8	33.9	33.9
Trash Enclosure Activity	33.2	35.3	33.9	40.6	20.2
Parking Lot Vehicle Movements	22.9	28.2	39.9	52.1	54.5
Truck Movements	37.0	29.9	29.6	28.9	23.4
Total (All Noise Sources)	**59.6**	**57.9**	**61.9**	**62.1**	**54.8**
Nighttime Threshold (dBA L_{max})	**60**	**60**	**60**	**60**	**60**
Exceeds Threshold?	**No**	**No**	**Yes**	**Yes**	**No**

Source: URBAN-E, Table 9-3, 9-4
Notes: See **Figure 5.8-6** for noise source locations.

Table 5.8-N indicates that the nighttime hourly noise levels at the off-site receiver locations are expected to range from 54.8 to 62.1 dBA L_{max}, The operational noise levels during the nighttime hours would not exceed City's nighttime threshold of 60 dBA L_{max} standard for exterior noise level standards at nearby noise-sensitive receiver locations except at receiver locations R3 and R4 located to the east of the Project site within the City of Menifee. This is a potentially significant impact.

Implementation of mitigation measure **MM NOISE-1** would require cold storage loading and unloading activities to be limited to the western dock area during all hours of operations. **Table 5.8-O, Mitigated Operational Noise Level Compliance** below, provides results of the mitigated noise levels.

Table 5.8-O, Mitigated Nighttime Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA L_{max})[2]		Noise Level Standards (dBA L_{max})[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	59.6	59.6	80	60	No	No
R2	53.9	53.8	80	60	No	No
R3	57.2	57.1	80	60	No	No
R4	58.2	58.0	80	60	No	No
R5	54.7	54.7	80	60	No	No

Source: URBAN-E, Table 9-7
Notes:
See **Figure 5.8-6** for the receiver locations.
Proposed Project operational noise levels as shown on URBAN-E, Tables 9-5 and 9-6.
Exterior noise level standards per the City of Perris Municipal Code, sections 7.34.040.
Do the estimated Project operational noise source activities exceed the noise level standards?
"Daytime" = 7:01 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:00 a.m.

Table 5.8-O above reflects that with no cold storage activity in the eastern loading dock area, nighttime operational noise levels would not exceed the City of Perris nighttime 60 dBA L_{max} exterior noise level standards.

With implementation of mitigation measure **MM NOISE-1**, Project-only operational noise levels were evaluated against exterior noise level thresholds based on the City of Perris exterior noise level standards at nearby noise-sensitive receiver locations to demonstrate compliance with local noise regulations. To maintain consistency with the *City of Perris General Plan Noise Element – Implementation Measure V.A.1*, Project operational noise levels at the nearest sensitive receiver locations cannot exceed 60 dBA CNEL. The CNEL metric is typically used to describe 24-hour transportation-related noise levels. However, the City requires new industrial facilities and large commercial facilities to demonstrate compliance at any noise-sensitive land use within 160 feet. (URBAN-C, p. 49). The results are presented in **Table 5.8-P, Mitigated Operational Noise Level Compliance (CNEL)** below.

Table 5.8-P, Mitigated Operational Noise Level Compliance (CNEL)

Receiver Location[1]	Project Operational Noise Levels[2]			Exterior Noise Level Standards (CNEL)[3]	Noise Level Standards Exceeded?[4]
	Daytime (dBA L_{eq})	Nighttime (dBA L_{eq})	24-Hour (CNEL)		
R1	51.5	51.5	58.2	60	**No**
R2	45.7	45.7	52.3	60	**No**
R3	49.3	49.2	55.9	60	**No**
R4	51.6	51.6	58.2	60	**No**
R5	51.1	51.0	57.7	60	**No**

Source: URBAN-E, Table 9-8
Notes:
1. See **Figure 5.8-4** for the receiver locations.
2. Proposed Project operational noise level calculations are included in Appendix 9.3.
3. City of Perris General Plan Noise Element Implementation Measure V.A.1
4. Identifies if the estimated Project operational noise source activities would exceed the noise level standards "Daytime" = 7:01 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:00 a.m.

Table 5.8-P above, shows that with no cold storage activity in the eastern loading dock area, the mitigated nighttime operational noise levels associated with the Project would not exceed the City of Perris nighttime 60 dBA L_{max} exterior noise level standards at the nearest sensitive receiver locations. Hence, with incorporation of mitigation, the Project complies with Noise Element Implementation Measure V.A.1. (URBAN-C, p. 49)

To describe Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by Project operational noise sources. With implementation of PDF's as described in *Section 5.8.5 – Project Design Features* and mitigation measure **MM NOISE-1**, **Table 5.8-Q, Mitigated Project Operational Noise Level Increases (Leq)** below, identifies the increase in noise levels generated by the Project during both daytime and nighttime operations at the nearest receiver locations.

Table 5.8-Q, Mitigated Project Operational Noise Level Increases (L_{eq})

Receiver Location[1]	Total Project Operational Noise Level[2]	Reference Ambient Noise Levels[3]	Combined Project and Ambient[4]	Project Increase[5]	Noise Sensitive Land Use?	Increase Criteria[6]	Increase Criteria Exceeded?[6]
Daytime							
R1	51.5	65.2	65.4	0.2	Yes	1.5	No
R2	45.7	51.8	52.8	1.0	Yes	5.0	No
R3	49.3	64.1	64.2	0.1	Yes	5.0	No
R4	51.6	58.4	59.2	0.8	Yes	5.0	No
R5	51.1	68.2	68.3	0.1	Yes	1.5	No
Nighttime							
R1	51.5	62.0	62.4	0.4	Yes	5.0	No
R2	45.7	51.9	52.8	0.9	Yes	5.0	No
R3	49.2	62.8	63.0	0.2	Yes	5.0	No
R4	51.6	57.7	58.7	1.0	Yes	5.0	No
R5	51.0	65.3	65.5	0.2	Yes	1.5	No

Source: URBAN-E Table 9-9, Table 9-10
Notes:
1 See **Figure 5.8-4** for the receiver locations.
2 Total Project daytime and nighttime operational noise levels as shown in Table 5.8-S.
3 Observed daytime and nighttime ambient noise levels as shown in Table 5.8-B.
4 Represents the combined ambient conditions plus the Project activities.
5 The noise level increase expected with the addition of the proposed Project activities.
6 Significance increase criteria as shown in **Table 5.8-C**.

Table 5.8-Q identifies that the Project would generate daytime operational noise level increases ranging from 0.1 to 1.0 dBA Leq at the nearest receiver locations and noise level increases ranging from 0.2 to 1.0 dBA Leq during nighttime operations. As such, Project-related operational noise level increases would not exceed the operational noise level increase significance criteria.

Hence, with implementation of PDFs and mitigation measure **MM NOISE-1**, the Project would not result in significant Project-generated stationary source noise impacts.

Project-Generated Traffic Noise Impacts

The Project's effect on traffic noise conditions to offsite land uses was analyzed. Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic based on the traffic scenarios of the Projects *Traffic Analysis* as discussed in *Section 5.8.6 – Methodology*. (URBAN-E, p. 33).

Table 5.8-R, Existing With Project Traffic Noise Level Increases below, reflects the increase in noise levels with Project traffic in the existing condition. This scenario is provided for informational purposes only since the Project would not actually be constructed and operational in the current existing condition.

Table 5.8-R, Existing With Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project[4]	With Project	Project Increment	Limit	Exceeded?
1	Trumble Rd.	n/o Ethanac Rd.	Non-Sensitive	63.8	66.8	3.0	n/a	**No**
2	Trumble Rd.	s/o Ethanac Rd.	Sensitive	63.7	63.7	0.0	3.0	**No**
3	Sherman Rd.	n/o Ethanac Rd.	Sensitive	65.6	65.6	0.0	1.5	**No**
4	Sherman Rd.	s/o Ethanac Rd.	Sensitive	57.1	57.1	0.0	5.0	**No**
5	Ethanac Rd.	w/o Trumble Rd.	Non-Sensitive	68.6	69.2	0.6	n/a	**No**
6	Ethanac Rd.	e/o Trumble Rd.	Sensitive	68.3	68.3	0.0	1.5	**No**
7	Ethanac Rd.	w/o Sherman Rd.	Non-Sensitive	68.3	68.3	0.0	n/a	**No**
8	Ethanac Rd.	e/o Sherman Rd.	Non-Sensitive	66.2	66.2	0.0	n/a	**No**

Source: URBANE, Table 7-7

Notes:

1. Based on review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
2. The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. The City does not consider noise increases to non-noise-sensitive uses to be significant.
3. Identifies if the project would create an incremental noise level exceeding the significance criteria (Table 5.8-C)
4. See **Table 5.8-F**

Table 5.8-R above shows that the traffic noise would range from 57.1 to 69.2 dBA CNEL and that the Project traffic noise level increases would range 0.0 to 3.0 dBA CNEL. As such, the Project would not exceed CNEL standards in this scenario.

Table 5.8-S, Existing plus Ambient Growth plus Cumulative (2025) with Project Traffic Noise Increases below, reflects the increase in noise levels with Project traffic in the Existing plus Ambient Growth plus Cumulative (2025) scenario.

Table 5.8-S, Existing plus Ambient Growth plus Cumulative (2025) with Project Traffic Noise Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project[4]	With Project	Project Increment	Limit	Exceeded?
1	Trumble Rd.	n/o Ethanac Rd.	Non-Sensitive	65.0	67.4	2.4	n/a	**No**
2	Trumble Rd.	s/o Ethanac Rd.	Sensitive	64.1	64.1	0.0	3.0	**No**
3	Sherman Rd.	n/o Ethanac Rd.	Sensitive	66.9	66.9	0.0	1.5	**No**
4	Sherman Rd.	s/o Ethanac Rd.	Sensitive	68.0	68.0	0.0	1.5	**No**
5	Ethanac Rd.	w/o Trumble Rd.	Non-Sensitive	72.9	73.2	0.3	3.0	**No**
6	Ethanac Rd.	e/o Trumble Rd.	Sensitive	72.8	72.8	0.0	1.5	**No**
7	Ethanac Rd.	w/o Sherman Rd.	Non-Sensitive	72.8	72.8	0.0	3.0	**No**
8	Ethanac Rd.	e/o Sherman Rd.	Non-Sensitive	71.0	71.1	0.1	3.0	**No**

Source: URBAN-E, Table 7-8
Notes:
1 Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
2 The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. The City does not consider noise increases to non-noise-sensitive uses to be significant.
3 Identifies if the Project would create an incremental noise level increase exceeding the significance criteria (Table 5.8-C)
4 See **Table 5.8-F**

Table 5.8-S above shows that the traffic noise would range from 64.1 to 73.2 dBA CNEL and that the Project traffic noise level increases would range from 0.0 to 2.4 dBA CNEL. As such, the Project would not exceed CNEL standards in this scenario.

Hence, the Project would not result in Project-Generated Traffic Noise Impacts.

Operational Noise Conclusion
During operation, traffic-generated noise levels with implementation of the Project would not exceed CNEL standards in any of the scenarios. The operational noise levels during the daytime hours would not exceed City's daytime threshold of 60 dBA L_{max} standard for exterior noise level standards at nearby noise-sensitive receiver locations. The operational noise levels during the nighttime hours would not exceed City's nighttime threshold of 80 dBA L_{max} standard for exterior noise level standards at nearby noise-sensitive receiver locations, except at receiver locations R3 and R4. However, with implementation of mitigation measure **MM NOISE-1** nighttime operational noise levels would be reduced to less than significant at these receiver locations. Further, with implementation of PDFs and mitigation measure **MM NOISE-1**, the Project would comply with the City of Perris General Plan noise standards. As such, operational noise would be less than significant with incorporation of mitigation.

Conclusion

Based on the above discussion, the proposed Project would not result in the 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. Project construction noise would be short term and would occur within the days and hours allowed by City's Municipal Code Section 7.34.060 and nighttime concrete pouring would not exceed the City's Noise Ordinance standard of 80 dB $L_{max.}$ With incorporation of PDFs identified in *Section 5.8.5 – Project Design Features* and implementation of mitigation measure **MM NOISE-1**, Project-generated noise would not exceed City standards during operation. Thus, with the implementation of mitigation measure **MM NOISE-1,** the Project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Therefore, with implementation of mitigation measure **MM NOISE-1**, impacts would be **less than significant with mitigation incorporated**.

Threshold B: Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

The City does not regulate vibration. In the absence of local regulations, the Noise Assessment used FTAs guidance to determine vibration resulting from construction and operation of the proposed Project. The representative vibration levels presented for various construction equipment types in **Figure 5.8-1** above. The potential for human response (annoyance) and building damage was calculated using the following vibration assessment calculation as defined by the FTA: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$

Construction

Table 5.8-U, Construction Equipment Vibration Levels below presents the expected Project related vibration levels at the nearby building structure locations.

Table 5.8-T, Construction Equipment Vibration Levels

Location[1]	Distance to Const. Activity (Feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]						Thresholds PPV (in/sec)[4]	Thresholds Exceeded?[5]
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	218	0.000	0.001	0.003	0.003	0.008	0.008	0.3	**No**
R2	133	0.000	0.003	0.006	0.007	0.017	0.017	0.3	**No**
R3	57	0.001	0.010	0.022	0.026	0.061	0.061	0.3	**No**
R4	62	0.001	0.009	0.019	0.023	0.054	0.054	0.3	**No**
R5	123	0.000	0.003	0.007	0.008	0.019	0.019	0.3	**No**

Source: URBAN-E, Table 10-6
Notes:
1. Construction noise source and receiver locations are shown on **Figure 5.8-2.**
2. Distance from receiver building facade to Project construction boundary (Project site boundary).
3. Based on the Vibration Source Levels of Construction Equipment (**Table 5.8-I**).
4. Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.
5. Identifies if the peak vibration would exceed the acceptable vibration thresholds. "PPV" = Peak Particle Velocity

At distances ranging from 57 to 218 feet from the Project construction boundary (Project Site) to the receiver building locations, construction vibration velocity levels are estimated to be between 0.008 and 0.061 PPV (in/sec). Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), the typical Project construction vibration levels would fall below the building damage thresholds at all the noise sensitive receiver locations. In addition, the typical construction vibration levels are unlikely to be sustained during the entire construction period but would occur rather only during the times that heavy construction equipment is operating. (URBAN-E, pp. 62-63). Therefore, the Project-related vibration impacts would be less than significant during typical construction activities at the Project site.

Operational

Vibration associated with operation of the Project would be generated by vehicular traffic and the potential use of mechanical equipment. Vehicles traveling on a smooth pavement surface are rarely, if ever, the source of perceptible ground vibration. All vehicles on the Project site would have rubber tires and suspension systems that isolate vibration from the ground and would generally travel at a maximum speed of approximately 10 miles per hour. All vehicular traffic would operate over 25 feet from vibration-sensitive structures. Vehicular traffic on the Project site is expected to generate vibration levels less than 0.3 in/sec PPV at all onsite and offsite structures. All mechanical equipment would be located over 25 feet from vibration-sensitive structures. Therefore, operational vibration impacts as a result of the Project would be less than significant.

Conclusion

The Project's construction and operational activities would generate vibration levels less than 0.3 in/sec PPV so as not to exceed City standards. Thus, the proposed Project would result in generation of excessive groundborne vibration or groundborne noise levels. Therefore, impacts would be **less than significant**.

5.8.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4). Mitigation measures were evaluated for their ability to reduce or eliminate impacts.

The following mitigation measure would be required to reduce potentially significant impacts to noise to below the level of significance.

MM NOISE-1: Prior to occupancy, applicant shall provide evidence to the City of Perris Planning Division that cold storage loading and unloading activities are restricted to the western side of the Project site along the building's western dock area during all hours of operation.

5.8.9 Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

The proposed mitigation measure would ensure that operational noise levels to nearby sensitive receiver locations do not exceed City standards. With implementation of mitigation measure **MM NOISE-1**, impacts related to noise would be **less than significant**.

5.9 Transportation

The focus of this section is to analyze potential impacts associated with conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and conflicts with or inconsistency with State CEQA Guidelines Section 15064.3 regarding Vehicle Miles Traveled (VMT). Cumulative impacts are discussed in *Section 7.0 – Other CEQA Topics*.

Urban Crossroads prepared both a *Traffic Analysis for Hillwood Ethanac – DPR 22-05139 and PLN22-00030*, dated December 15, 2023 (URBAN-F) and the *Hillwood Ethanac Vehicle Miles Traveled Analysis,* dated December 15, 2023 (URBAN-G). Both analyses were prepared in accordance with the City of Perris *Transportation Impact Analysis Guidelines for CEQA*, adopted June 2020 (TIAG). The *Traffic Analysis* and *VMT Analysis* are included as Appendix G of this Draft EIR.

5.9.1 Setting

The Project site has a frontage along Ethanac Road, Trumble Road and Sherman Road. The proposed Project site is an unimproved, vacant parcel on the southern border of the City of Perris. The area to the east and south of the Project site is within the City of Menifee (Menifee) (refer to **Figure 3.0-12, Development Plan Review** found in *Section 3.0 – Project Description* of this Draft EIR). Additional off-site improvements are proposed along Illinois Avenue and portions of Trumble Road, Sherman Road, and Ethanac Road beyond the Project site's frontage as shown on **Figure 3.0-2, Aerial Site Boundary**. These improvements are described in *Section 3.2.4 – Vehicular Circulation and Site Access* in the Project Description section of this Draft EIR.

Regional and Local Roadway Circulation System

Regional access to the Project site is provided via Interstate 215 (I-215) located approximately one quarter mile west of the Project site. Roadways surrounding the Project site include Trumble Road, Sherman Road, and Ethanac Road (refer to **Figure 3.0-2, Aerial Site Boundary**). Primary access to the Project site will be provided by Trumble Road to the west and Ethanac Road to the south.

City of Perris Circulation Element

The existing street system in the Project vicinity consists of roadways designated by City of Perris Comprehensive General Plan 2030 Circulation Element as Primary Arterial and Local Roads as shown on **Figure 5.9-1, Perris Existing Roadway Network.** However, the General Plan has planned the future transportation system within the City's sphere of Influence for the year 2030. Therefore, the following road system classifications are based on the City's future conditions as shown on **Figure 5.9-2, City of Perris Future Roadway Network**. (GP CE, p. 32). The Perris Circulation Element identifies the following roadway types within the Project area:

- **Expressways** – Roads which can accommodate six to eight travel lanes with 184-foot right-of-way. They primarily serve through traffic to which abutting properties shall be kept at a minimum. (URBAN-F, p. 27). Ethanac Road is designated as an Expressway.
- **Major Collector Roads** – These roadways can accommodate four travel lanes separated by painted medians with a 78-foot right-of-way. They provide local access to residential land use or commercial and industrial land use. (URBAN-F, p. 27). Trumble Road is designated as Major Collector Road.

- **Local Street** – These roads can accommodate two travel lanes with a 60-foot right-of-way and provide local access. (URBAN-F, p. 27).

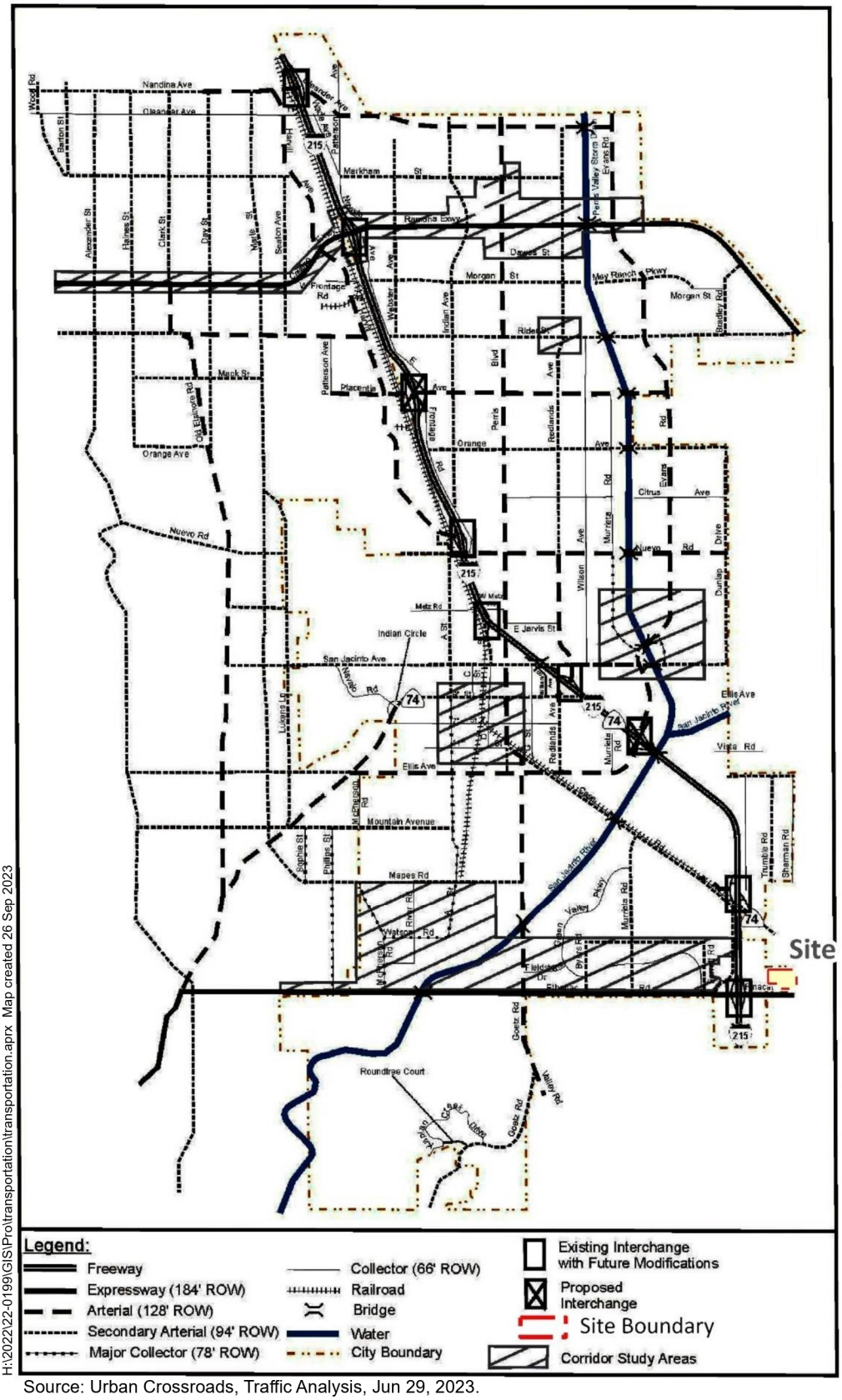
City of Menifee Circulation Element
As stated in *Section 3.0 – Project Description* of this Draft EIR, the Project site is located along the City's southern border and shares a border with the City of Menifee to the south and east. Menifee's General Plan Circulation Element, as reflected in **Figure 5.9-3, Menifee Roadway Network**, identifies the following roadway types within the Project vicinity:

- **Expressway** – This roadway accommodates 6 to 8 through travel lanes. Portions of the Ethanac Road/SR-74 east-west corridor on the northern edge of Menifee is the only designated expressway within Menifee.
- **Major** – These roads are a 4-lane section with a painted median. The Major cross-section has been modified from the county cross-section to provide more flexibility for parkway widths. Shoulders may accommodate exclusive bike lanes or shared NEV/bike lanes. Sidewalks may be curb adjacent or separated from the roadway by a landscaped parkway. Sherman Road is designated a Major in Menifee.

Primary Access

Primary access to the Project site is available through the I-215 Freeway via the Ethanac Road Interchange and the existing roadways within the vicinity of the Project site as described below:

- **Trumble Road** is a north-south, two-lane undivided roadway designated for 78 feet of right-of-way and is classified by the Perris General Plan as a Major Collector and by the Menifee General Plan as a Collector. Trumble Road is currently a paved two-lane roadway with no sidewalks or curbs and gutters and has not been improved to its ultimate buildout condition.
- **Sherman Road** is a north-south, two-lane roadway designated for 60 feet of right-of-way and is classified by the Perris General Plan as a Local roadway. Sherman Road is currently a paved two-lane roadway with no sidewalks or curbs and gutters and has not been improved to its ultimate buildout condition. The centerline of Sherman Road delineates the boundary between Perris and Menifee. The Menifee Circulation Element classifies Sherman Road as a Major 4 lane divided roadway.
- **Ethanac Road** is an east-west, two-lane undivided roadway designated for 184 feet of right-of-way and is classified by the Perris General Plan as an Expressway. Ethanac Road is currently a paved two-lane roadway without curbs and gutters, or traffic light signals. Ethanac Road has not been improved to its ultimate buildout condition. The centerline of Ethanac Road delineates the boundary between Perris and Menifee. Ethanac Road is also a designated truck route, in both the Perris and Menifee Circulation Elements, that provides direct access to I-215. The Menifee Circulation Element classifies Ethanac Road as a six to eight lane divided expressway.
- **Illinois Avenue** is an east-west two-lane roadway with striped center lane, curb and gutter and streetlights on both sides of the roadway, and sidewalk with landscaped area on the northern side of the roadway and a portion of the southern side of the roadway. Illinois Avenue is not classified as a general plan roadway.



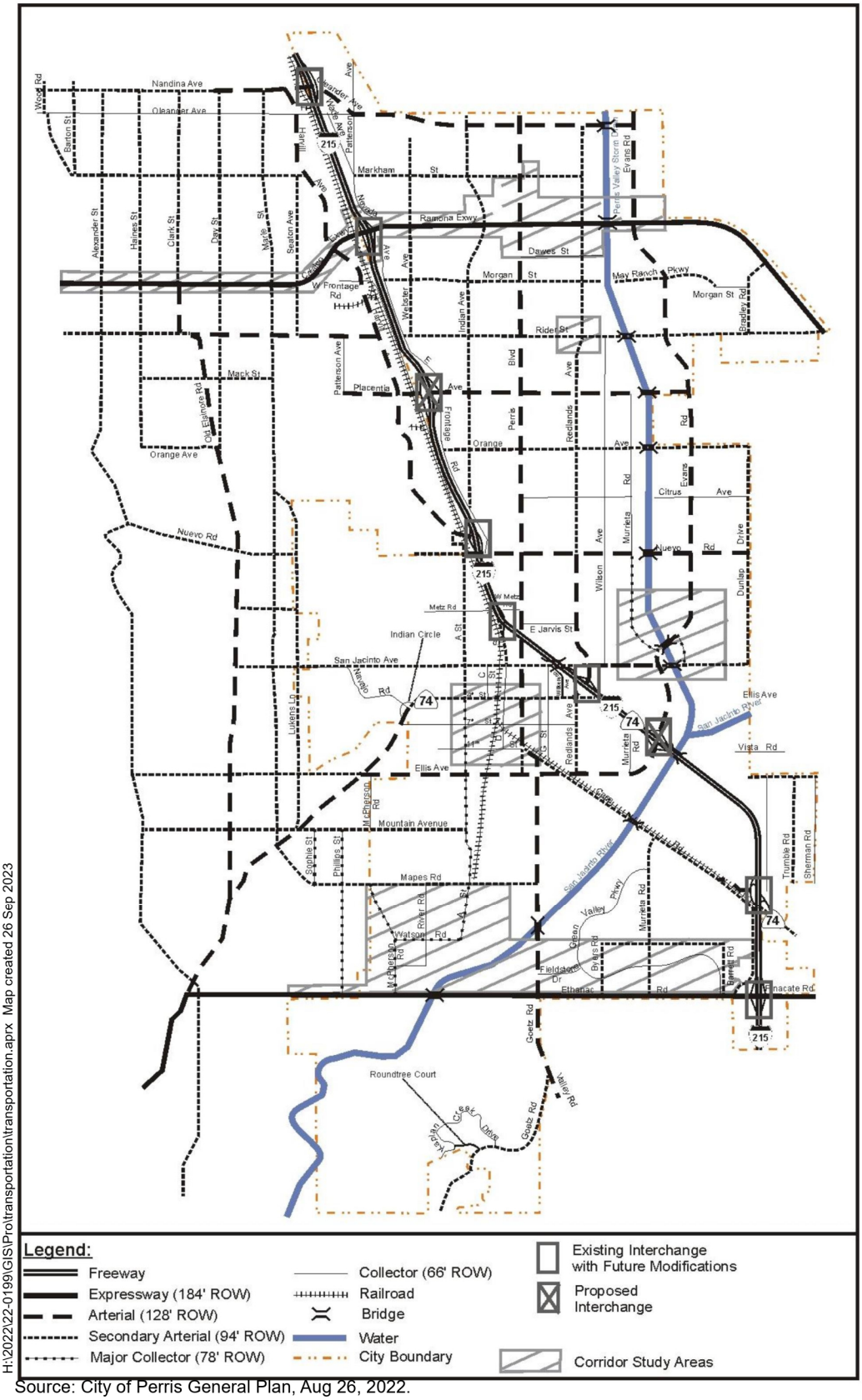
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Source: Urban Crossroads, Traffic Analysis, Jun 29, 2023.

Figure 5.9-1 Perris Existing Roadway Network

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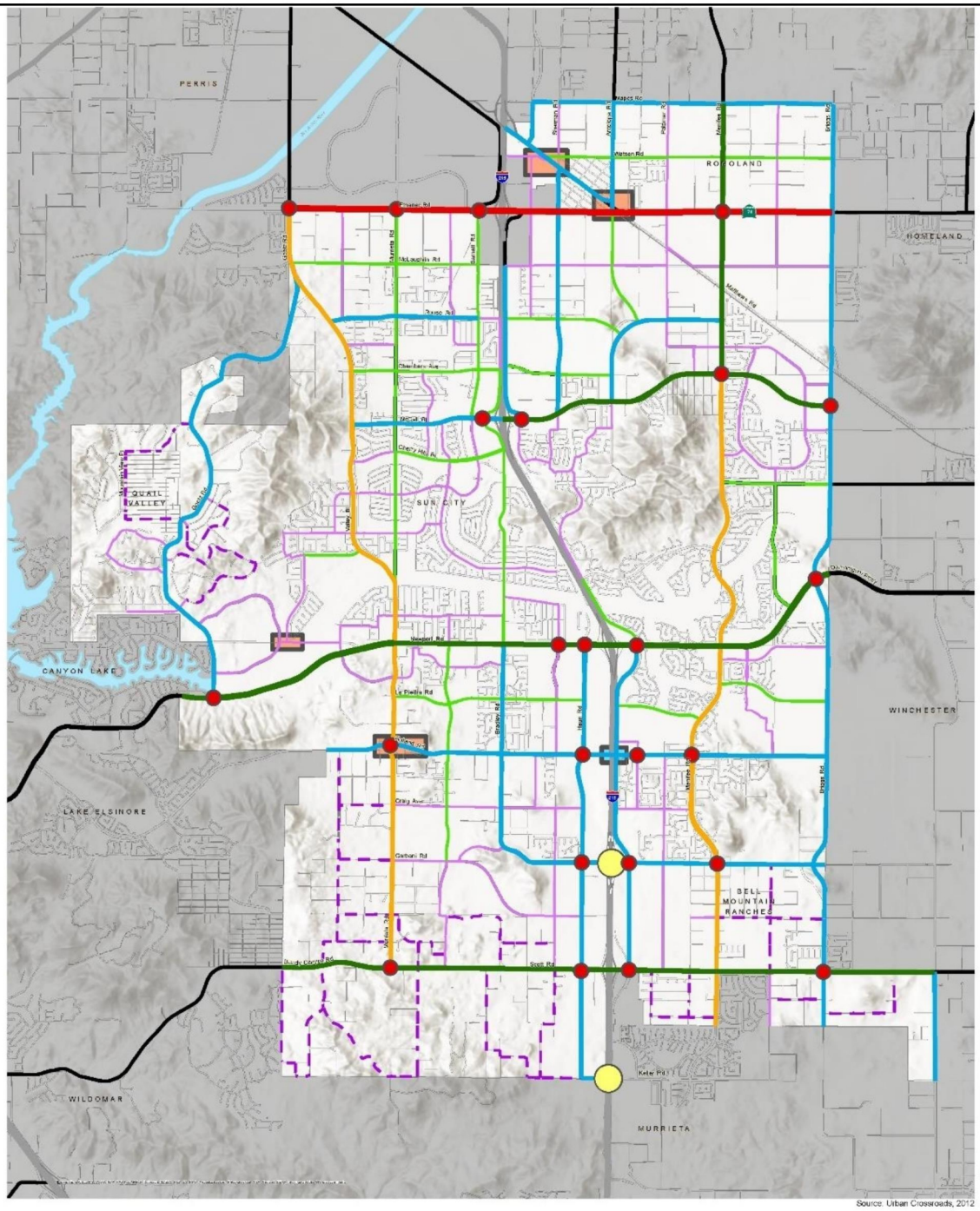
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Source: City of Perris General Plan, Aug 26, 2022.

Figure 5.9-2 City of Perris Future Roadway Network

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Source: Urban Crossroads, Traffic Analysis, Jun 29, 2023.

Figure 5.9-3 Menifee Roadway Network

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Truck Routes

Ethanac Road along the Project site frontage and west towards I-215 is designated a Truck Route by both Perris and Menifee as shown on **Figure 5.9-4, City of Perris Truck Routes** and **Figure 5.9-5, City of Menifee Potential Truck Routes**, respectively.

Transit Service

Riverside Transit Agency

The Riverside Transit Agency (RTA) is the Consolidated Transportation Service Agency for western Riverside County and is responsible for coordinating transit services throughout the approximately 2,500-square mile service area, including the Project site. The RTA provides both local and regional services throughout the region with 33 fixed routes, four CommuterLink Express routes, and Dial-A-Ride services using 334 vehicles. RTA Routes 9, 19, 22, 27, 29, 30, 41, and 61 operate within Perris. RTA Routes 28, 61, and 74, operate within Menifee. (RTA-A, RTA-B).

The RTA does not operate any existing routes along the frontage of Project site. RTA Route 28 services the area along Sherman Road, north of Jackson Avenue, which is approximately 1,000 feet north of the Project site. Service times for the stops along Route 28 are approximately 40 to 50 minutes. (URBAN-F, p. 31). Route 28 includes stops that can accessed by Go Micro RTA and Metrolink.

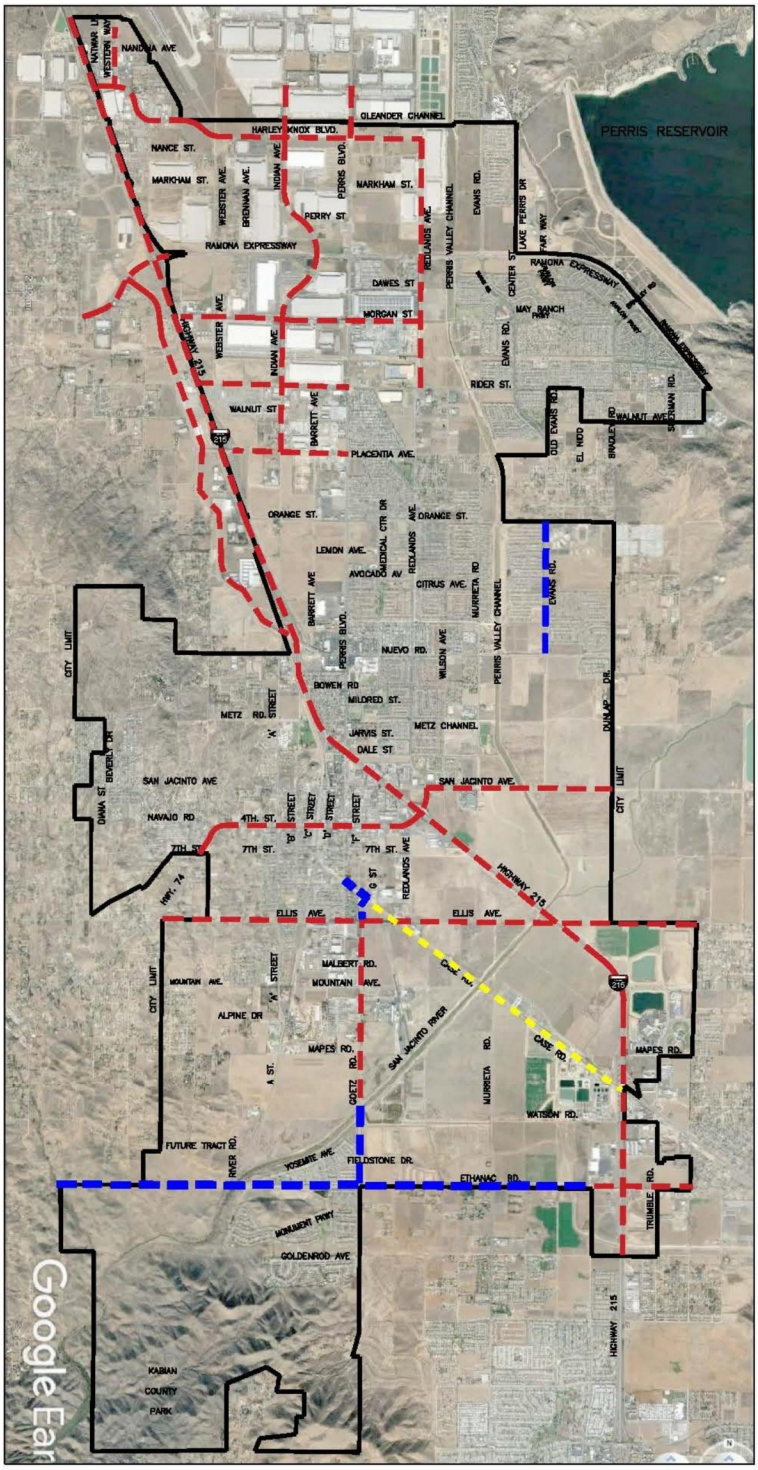
Metrolink

Rail service is provided by Metrolink operated by the Southern California Regional Rail Authority, which serves over thirty-five thousand passengers in fifty cities throughout Southern California. Currently the 91/Perris Valley Line is the only line which serves Perris. This line runs from Perris to Moreno Valley to Riverside to downtown Los Angeles. RTA Route 28 has a stop at the Perris Station Transit Center. The closest Metrolink stations to the Project site are the Perris South and Perris Downtown stations; approximately 1.5 miles and 3 miles northwest of the Project site, respectively. (METRO).

Bicycle and Pedestrian Facilities

In an effort to promote alternative modes of transportation, the Perris General Plan Circulation Element identifies trails and bicycle facilities. **Figure 5.9-6, City of Perris General Plan Bikeway Systems** depicts the existing and proposed bicycle systems within Perris. As shown on **Figure 5.9-6**, there is a recommended buffered Class IIB (on-street, striped) bike lane along Ethanac Road. (URBAN-F, p. 31). Per the Perris General Plan *Exhibit CE-15: Pedestrian Facilities,* there are no proposed pedestrian facilities or trails within the Project vicinity (GP C, p. 71).

The Project site is located along Perris' southern border and shares a border with Menifee to the east and south. The Menifee Bikeway and Community Pedestrian Network works in conjunction with the Menifee General Plan Roadway Network to provide a framework for key routes and facilities that will enhance connectivity for all users. Menifee General Plan *Exhibit C-4 Proposed Bikeway and Community Pedestrian Network* shows a Class III Bike Route in Trumble Road and a Community On-Street Class II Bike Lane in Sherman Road. (MGP CE-2).) Existing pedestrian facilities include sidewalks on the eastern side of Sherman Road and signalized crosswalks at the intersection of Trumble Road and Ethanac Road.



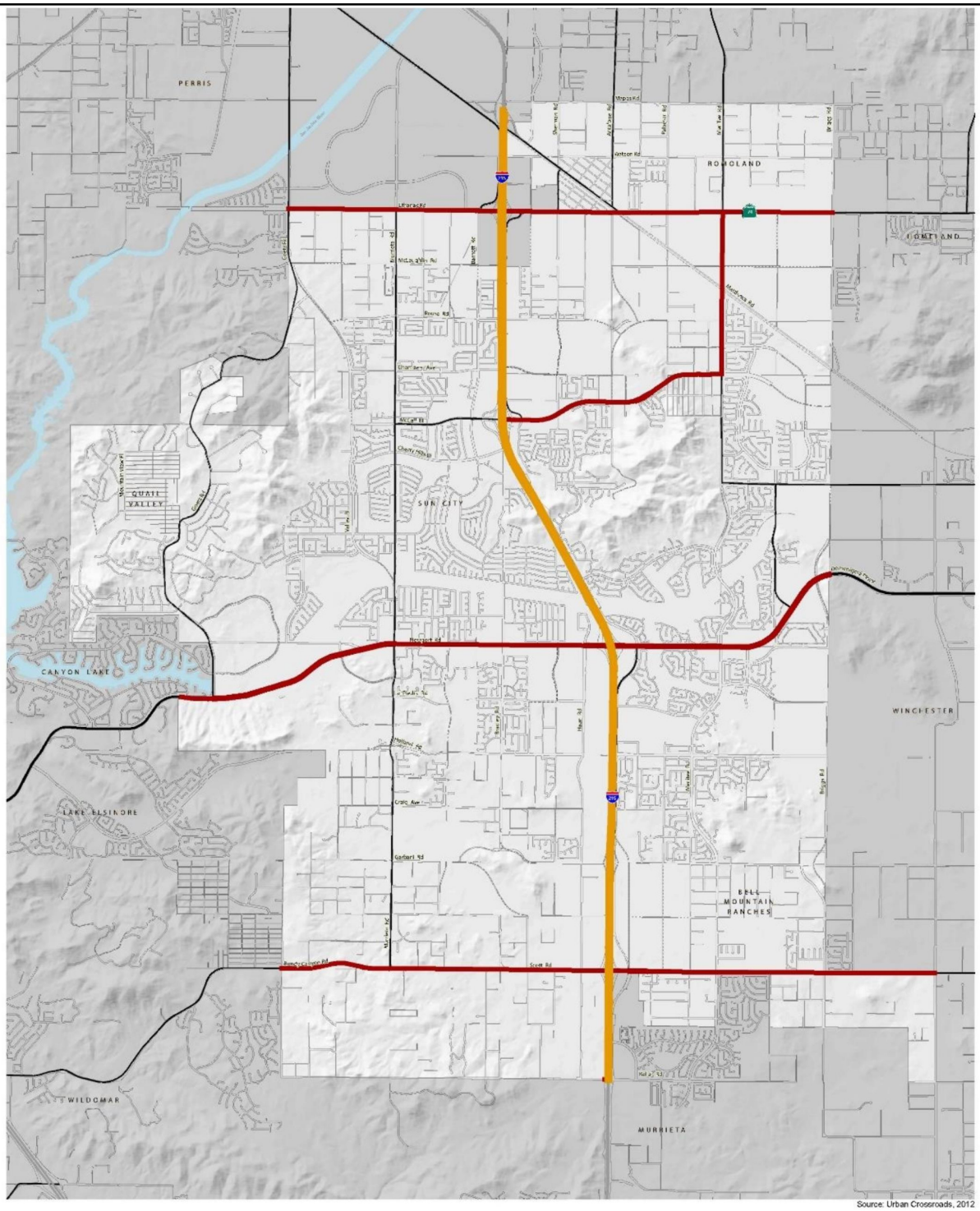
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Source: Urban Crossroads, Traffic Analysis, Jun 29, 2023.

Figure 5.9-4 City of Perris Truck Routes

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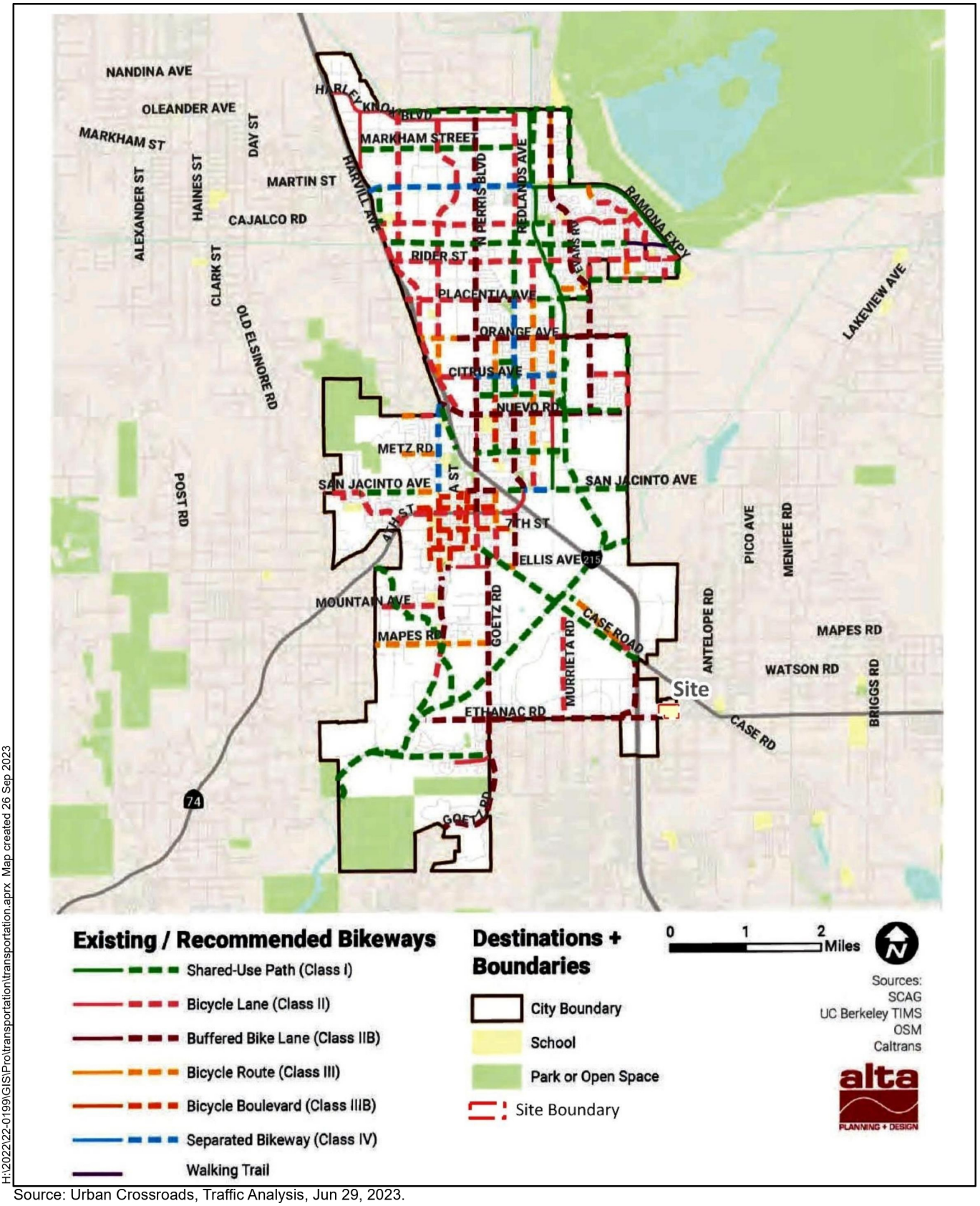
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Source: Urban Crossroads, Traffic Analysis, Jun 29, 2023.

Figure 5.9-5 City of Menifee Potential Truck Routes

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Source: Urban Crossroads, Traffic Analysis, Jun 29, 2023.

Figure 5.9-6 City of Perris General Plan Bikeway System

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5.9.2 Related Regulations

Federal Regulations

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

State Regulations

Senate Bill 743 and VMT Based Analyses

Senate Bill (SB) 743, which was codified in Public Resources Code Section 21099, required changes to the State CEQA Guidelines regarding the analysis of transportation impacts. Pursuant to 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 the Office of Planning and Research proposed, and the California Natural Resources Agency certified and adopted changes to the State CEQA Guidelines in December 2018, which changed the thresholds of significance for the evaluation of impacts to transportation.

The updated State CEQA Guidelines include the addition of State CEQA Guidelines Section 15064.3, of which Subdivision (b) establishes criteria for evaluating a project's transportation impacts based on project type and using automobile vehicle miles traveled or VMT as the metric. Section 15064.3, subdivision (a), states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks (i.e., no heavy-duty trucks). As identified in Section 15064.3(b)(4), 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 automobile VMT analysis in June 2020. Beginning July 1, 2020, the provisions of State CEQA Guidelines Section 15064.3 applied statewide. Pursuant to SB 743 and Public Resources Code Section 21099, the requirement for analyzing congestion impacts, known as level of service or LOS, for CEQA purposes was eliminated in December 2018. Therefore, an analysis of congestion impacts, including analysis of impacts related to the level of service of the circulation system is not provided in this Draft EIR.

Regional Regulations

SCAG Regional Transportation Plan/Sustainable Communities Strategy

As further discussed in *Section 5.7 – Land Use and Planning* of this Draft EIR, the Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code Section 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments, a Regional Transportation Planning Agency, and a Metropolitan Planning Organization. The Project area is within SCAG's regional authority.

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 the region is a critical mode in the global supply chain. (SCAG, 2018).

On September 3, 2020, SCAG's Regional Council adopted *Connect SoCal* - the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2020). *Connect SoCal 2020* is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. *Connect SoCal 2020* also recognizes the opportunities and challenges that come with goods movement and includes a focus on its rapidly changing nature. As with the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, *Connect SoCal 2020* includes a Transportation System Goods Movement Technical Report. (SCAG TSGM.)

South Coast Air Quality Management District Rule 2202

The On-Road Motor Vehicle Mitigation Options, or Rule 2202, is a program designed by the South Coast Air Quality Management District (AQMD) to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. Rule 2202 offers three programs to employers who employ 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period. These three programs include: 1. Develop an Employee Commute Reduction Program; 2. Pay fees to the South Coast AQMD in accordance with the Air Quality Investment Program; 3. Purchase mobile source (emissions) credits through California's open marketplace. The Employee Commute Reduction Program, by design, also reduces vehicle miles traveled. An Employee Commute Reduction Program is a program devised by an employer to reduce the number of vehicle trips to its worksite. An Employee Commute Reduction Program incorporates various strategies to encourage alternative commute modes, such as bicycling or walking, riding transit, and carpool/vanpool. The goal of the Employee Commute Reduction Program is to improve or maintain Average Vehicle Ridership. (SCAQMD-R).

County of Riverside Congestion Management Program

The Riverside County Transportation Commission (RCTC) is designated as the Congestion Management Agency to oversee the Congestion Management Program (CMP). The RCTC approved a modification of the CMP Land Use Coordination Element that included the elimination of the traffic impact assessment report process and replaced it with an Enhanced Traffic Monitoring System. Prior to this modification of the CMP, a traffic impact assessment had to be prepared consistent with the CMP/Local Agency Guidelines whenever a proposed development generated greater than 200 peak hour trips. However, as of July 1, 1997, assessing these impacts consistent with the CMP guidelines is no longer required by the RCTC.

Western Riverside County Transportation Uniform Mitigation Fee

In 2002, the jurisdictions of western Riverside County, including the City of Perris agreed to participate in the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) program. TUMF is a multi-jurisdictional impact fee program administered by the Western Riverside Council of Governments (WRCOG) that funds transportation improvements on a regional and sub-regional basis associated with new growth. All new development in each of the participating jurisdictions is subject to TUMF, based on the proposed intensity and type of development. State law requires the preparation of a "Nexus Study" to establish the relationship between new growth and transportation improvements needed to mitigate traffic impacts. The most recent Nexus Study, the *TUMF Nexus Study – 2016 Update* (TUMF Nexus

2016) was completed in 2016 and adopted by the WRCOG Executive Committee on July 10, 2017. (TUMF-N, p. 3).

WRCOG is responsible for establishing and updating the TUMF rates. WRCOG receives all fees generated from the TUMF as collected by the local jurisdictions. WRCOG invests, accounts for, and expends the fee in accordance with the TUMF ordinance, the administrative plan and applicable state laws. The TUMF is structured to allocate its funds as follows (TUMF-A, p. 6):

- Allocation to Regional Transit Improvements - Of the TUMF funds received by WRCOG, 3.13 percent are to be allocated to the RTA for making regional transit improvements.
- Allocation to Regionally Significant Transportation Improvements - Of the TUMF funds received by WRCOG, 45.7 percent are allocated to the RCTC for programming improvements to the arterials of regional significance on the Regional System of Highways and Arterials.
- Allocation to Zones - Of the TUMF funds received by WRCOG, 45.7 percent are allocated to the five Zones for programming improvements to the Regional System of Highways and Arterials as determined by the respective Zone Committees. The amount of TUMF funds allocated to each Zone shall be proportionate to the amount of TUMF revenue generated from the zone.
- Allocation to Mitigate TUMF Construction Projects – Of the TUMF funds received by WRCOG, 1.47 percent are allocated to the RCA to purchase habitat for the MSHCP, to mitigate the impacts of TUMF construction projects.

The Regional System of Highways and Arterials is the system of roadways that serve inter-community trips within western Riverside County and therefore are eligible for improvement funding with TUMF funds. The Regional System of Highways and Arterials for western Riverside County was identified based on several transportation network and performance guidelines, including but not limited to (TUMF-N, p. 25):

- Facilities that serve multiple jurisdictions and/or provide connectivity between communities both within and adjoining Western Riverside County;
- Facilities with forecast traffic volumes in excess of 20,000 vehicles per day in the future horizon year;
- Facilities that accommodate regional fixed route transit services;
- Facilities that provide direct access to major commercial, industrial, institutional, recreational, or tourist activity centers, and multi-modal transportation facilities (such as airports, railway terminals, and transit centers).

Specific transportation improvement projects are identified by WRCOG's Public Works Committee, which is responsible for developing objective criteria for project selection and prioritization including, but not limited to, the following factors: traffic safety issues potentially created by growth, regional significance, availability of matching funds, mitigation of congestion created by new development, system continuity, geographic balance, project readiness, and completed projects with reimbursement agreements). Recommendations of the Public Works Committee are then submitted to WRCOG's Technical Advisory Committee, which are then submitted to WRCOG's Executive Committee. The Executive Committee is responsible for reviewing and acting on recommendations for project selection and prioritization of the Regionally Significant Arterials, 10-year Strategic Plan, and the Transportation Improvement Program.

Fees owed to TUMF by a project proponent will be based on the current fees when the certificate of occupancy is issued.

Measure A (Riverside County Half-Cent Sales Tax)
In November 1988, Riverside County voters approved Measure A, a one-half cent increase in sales tax over a 20-year period to be used for transportation purposes. Measure A included a "return to source" concept, which requires the additional sales tax revenue generated in a specific geographic area to be used to finance projects within that same area. In November 2002, Riverside County voters approved a 30-year extension of Measure "A" (2009-2039). Measure A funds go back to each of three geographic areas within Riverside County - Western Riverside County, Coachella Valley, and Palo Verde Valley - in proportion to the sales taxes they contribute. Each of the three geographic areas has its own transportation program. (MA).

Local Regulations

City of Perris Comprehensive General Plan 2030
The City of Perris General Plan contains goals and policies that are considered applicable to the proposed Project. (GP CE, p. 79-85; GP CE, p. 51; GP EJE, pp. 42-43; GP HCE, pp. 7, 10; GP LU, p. 91; GP SE, p. 22).

Circulation Element

Goal I	A comprehensive transportation system that will serve projected future travel demand, minimize congestion, achieve the shortest feasible travel times and distances, and address future growth and development in the City.
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.
Measure I.A.6	Require a parking facility design that minimizes visual and physical impacts while maintaining pedestrian and motorist safety and supporting adjacent activities.
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.
Measure I.B.1	Require on-site improvements that accommodate public transit vehicles (i.e., bus pullouts and transit stops and cueing lanes, bus turnarounds and other improvements) at major trip attractions (i.e., community centers, tourist, and employment centers).
Policy I.C	Cooperate with local, regional, State, and federal agencies to establish an efficient multi-modal circulation system.
Policy I.D	Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation.

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.
Measure II.A.I	Utilize existing infrastructure (lanes, median islands, turn lanes, available right-of-way) and rights-of-way to the maximum extent practicable.
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.
Measure II.B.I	Develop a Standard Specification for the City of Perris that includes the following: ▪ Cross sections and classifications identified in Exhibit CE-11; ▪ Facilities that accommodate bus operations, including bus turn outs, and other design features; ▪ Design guidelines that define the minimum design and technical criteria for the analysis and design of roadway facilities. Such design guidelines shall identify intersection improvements consistent with the lane geometrics referenced in Table CE-7. ▪ Limit access points and intersections of streets and highways based upon the road's General Plan classification and function to reduce motorist conflict and enhance continual traffic flow. Access points must be located at a sufficient distance from the major intersections and from the access points on the adjoining parcels to allow for safe, efficient operation. ▪ Roadway pavement cross-section to accommodate large trucks where extensive truck travel involving regional movement of bulk goods is anticipated.
Measure II.B.2	Allow roundabouts or other innovative design solutions when a thorough traffic impact assessment has been conducted demonstrating that such an intersection design alternative would manage traffic flow and improve safety.
Measure II.B.3	Restrict on-street parking to reduce traffic congestion and improve safety in appropriate locations such as expressways and arterials and require all new development to provide adequate off-street parking based on expected parking needs.
Goal III	To financially support a transportation system that is adequately maintained.
Policy III.A	Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.
Measure III.A.I	Distribute the costs of transportation system improvements for new development equitably among beneficiaries through the City's Traffic Impact Fee Program.

Measure III.A.2	Use redevelopment agreements, revenue sharing agreements, tax allocation agreements, and the CEQA process as tools to ensure that new development pays a fair share of the costs to provide local and regional improvements and to mitigate cumulative traffic impacts.
Measure III.A.4	Require developers to be primarily responsible for the improvements of the streets and highways of the commercial, industrial, and residential areas that are being developed. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.
Policy IV.A	Provide non-motorized alternatives for commuter travel as well as recreational opportunities that maximize safety and minimize potential conflicts with pedestrians and motor vehicles.
Goal V	Efficient goods movement.
Policy V.A	Provide for safe movement of goods along the street and highway system.
Measure V.A.3	Monitor commercial truck movements and operations in the City and establish new truck routes away from noise-sensitive areas, where feasible.
Measure V.A.4	Limit truck traffic in residential and commercial areas to designated truck routes; limit construction, delivery, and truck through-traffic to designated routes; and distribute maps of approved truck routes to City traffic officers.
Measure V.A.7	Require streets abutting properties in Light Industrial and General Industrial zones to conform to standard specifications for industrial collector streets to accommodate the movement of heavy trucks.
Measure V.A.8	Provide adequate off-street loading areas for all commercial and manufacturing land uses.
Goal VII	A transportation system that maintains a high level of environmental quality.
Policy VII.A	Implement the Transportation System in a manner consistent with Federal, State, and local environmental quality standards and regulations.
Measure VII.A.2	Require noise mitigation measures (e.g., wall treatments, landscape berms, and/or building and window enhancements) along freeways, expressways, and four-lane highways in order to protect adjacent noise-sensitive land uses from traffic-generated noise impacts consistent with the requirements of Title 24 of the California Codes and Regulations.
Goal VIII	Enhanced traffic flow, reduced travel delay, reduced reliance on single-occupant vehicles, and improved safety along the City and State roadway system.

Measure VIII.D.I	Implement the City's Transportation Control Measure (TCM) Ordinance to comply with Federal, State, regional, and local requirements.
Measure VIII.D.3	Construct traffic signals at intersections where signal warrants have been met.
Measure VIII.D.4	Optimize traffic operation by maintaining the spacing and operation of the traffic signals, as a coordinated system.

Conservation Element

Goal IX	Encourage project designs that support the use of alternative transportation facilities.
Policy IX.A	Encourage land uses and new development that support alternatives to the single occupant vehicle.
Measure IX.A.1	Encourage installation of shared vehicle parking and support facilities within new and refurbished commercial and industrial developments, i.e., dual fuel vehicles and charging systems on site, carpool parking, and bus stop shelters.
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 developments.
Measure IX.A.4	Encourage building and site designs that facilitate pedestrian activity, such as locating buildings close to the street and providing direct connections to public walkways and neighboring land uses.
Measure IX.A.5	The City shall require all new public and private development to include bike and walking paths wherever feasible.

Environmental Justice Element

Goal 5.1	Neighborhoods designed to promote safe and accessible connectivity to neighborhood amenities for all residents.
Policy	Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.

Healthy Community Element

Goal HC-3	Multimodal Transportation – Support efforts to create transportation options beyond an auto-centric focus.
Policy HC 3.1	Promote job growth within Perris to reduce the substantial out-of-Perris job commutes that exist today.
Goal HC-6	Support efforts of local businesses and regional agencies to improve the health of our region's environment.
Policy HC 6.1	Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.

Land Use Element

Policy II.A	Require new development to pay its full, fair-share of the infrastructure costs.

Safety Element

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.

City of Perris General Plan EIR

There are no applicable mitigation measures from the Perris General Plan EIR that pertain to Transportation.

City of Perris Municipal Code

The following section of the City's Municipal Code are applicable and pertain to traffic and transportation. (MC 19.68.)

Title 19 – Zoning (Chapter 19.68, Section 020 - Development Impact Fees). Development impact fees (DIFs) are designed to fund the acquisition, design, and construction of public facilities which serve new development within the City. The following categories of public facilities are funded by the development impact: police, fire, community amenities, government services, parks, transportation, and administration as described in detail in the facilities study adopted by the Perris City Council from time to time and incorporated into Chapter 19.68 of the Perris Municipal Code by reference.

City of Perris Good Neighbor Guidelines

The City of Perris adopted the Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities in September 2022. The City of Perris Good Neighbor Guidelines aims to balance economic growth, industrial development, and business success while implementing methods for the reduction of potential negative impacts on sensitive receptors. The City of Perris Good Neighbor Guidelines goals and recommended policies formalize what is expected from industrial development, particularly those closer to sensitive receptors. The Project has been designed to implement the City of Perris Good Neighbor Guidelines as identified in *Section 3.9.1 – City of Perris Good Neighbor Guidelines* in the Project Description of this Draft EIR. The City of Perris Good Neighbor Guidelines regarding transportation that could be modeled have been included in the VMT modeling analysis.

5.9.3 Comments Received in Response to the Notice of Preparation and Draft EIR Scoping Meeting

Four written comment letters were received related to transportation in response to the Notice of Preparation. The comment letters were received from the RTA, Californians Allied for a Responsible Economy (CARE CA), City of Menifee, and Brittanny Conner and are included in Appendix A.3 of this Draft EIR. A summary of these written comment letters can be found in *Table 2.0-A, Written Comments Received During the Notice of Preparation Comment Period* in the Introduction section of this Draft EIR.

Six verbal comments regarding traffic and transportation were also provided at the October 18, 2023, Draft EIR public scoping meeting. The verbal comments provided are summarized in *Table 2.0-B, Verbal Comments Provided During the Draft EIR Scoping Meeting* in the Introduction section of this Draft EIR. All transportation-related comments are addressed in this Section.

5.9.4 Thresholds of Significance

The City of Perris has not established local CEQA significance thresholds and instead, defers to the thresholds of significance identified in Appendix G ("Environmental Checklist") to the State CEQA

Guidelines. The Environmental Checklist prepared by the City for this Project (see Appendix A of this document) indicates that impacts related to this Project may be considered potentially significant if the proposed Project 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 State CEQA Guidelines section 15064.3, subdivision (b)?

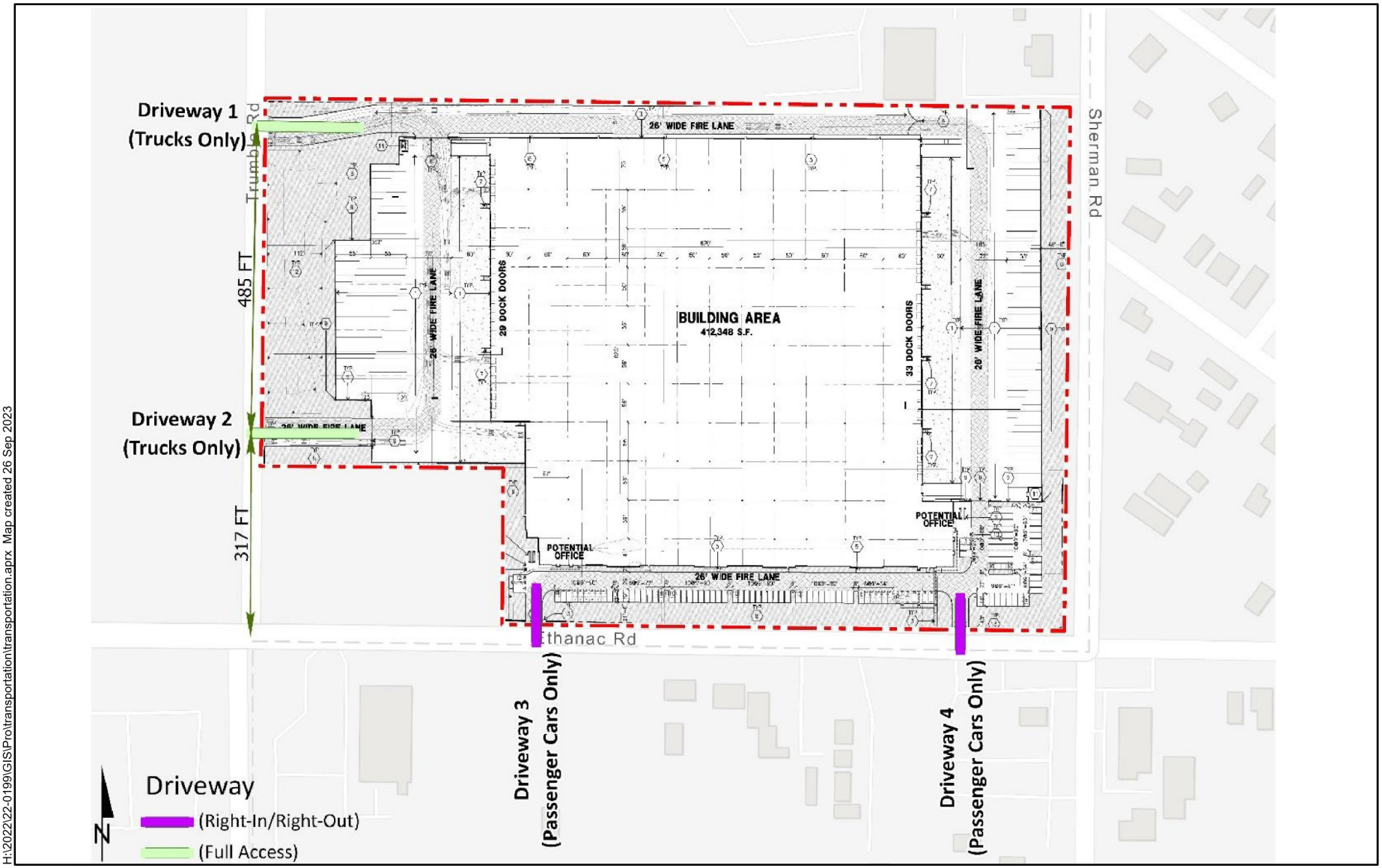
5.9.5 Project Design Features

As indicated in *Section 3.9 – Proposed Sustainability Features* of the Project Description of this Draft EIR, the Project includes design features that comply with the City's General Plan. These design features are listed below:

- Construct accessible via four driveways: two along Trumble Road and two along Ethanac Road as shown on **Figure 5.9-7, Proposed Project Site Driveways**. These driveways would be designed and constructed pursuant to applicable local, state, and/or federal requirements related to emergency access and evacuation plans.
- Provide Class II bike lanes on Ethanac Road, within the Project's frontage, per the City's Active Transportation Plan.
- Provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience in compliance with Section 5.106.4 of the California Green Building Standards Code Part 11 and standard City code requirements.
- The Project site's passenger vehicle entrance would be separate from the truck entrance. Automobile vehicles would access the Project site via two driveways along Ethanac Road. Trucks would access the site via two separate driveways along Trumble Road.
- Pedestrian path of travel would be provided between passenger vehicle parking areas and the office areas away from the trucks' path of travel.
- Improvements along Ethanac Road would include a 25-foot-wide parkway with an 8-foot-wide sidewalk.

The Project would also include design features that comply with applicable guidelines from the City of Perris Good Neighbor Guidelines. The full list is included in *Section 3.9.1 – City of Perris Good Neighbor Guidelines* of the Project Description of this Draft EIR The following are, but not limited to, design features that are consistent with the City of Perris Good Neighbor Guidelines:

- Project site will include 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 public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.
- Project site will include signs and drive aisle pavement markings that would clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.
- Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.
- Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.



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Source: Urban Crossroads, Traffic Analysis, Jun 29, 2023.

Figure 5.9-7 Proposed Project Site Driveways

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The Project includes the following proposed street improvements and vehicular movements:

- Construct curb, sidewalk, and driveway improvements on Ethanac Road, Trumble Road, and Sherman Road along the Project site's frontage.
- Include stop controls for the westbound traffic for both driveways along Trumble Road (Driveway 1 and Driveway 2 as shown on **Figure 5.9-7**). Both driveways will accommodate ingress and egress truck access to and from the south of Trumble Road.
- Trucks serving the Project will be required to use Trumble Road and Ethanac Road to travel to and from the Project site. Signage will be posted on the Project site directing truck drivers to use existing Perris truck routes on Ethanac Road. The information on the signage will be coordinated with the Perris Planning Department and the Perris Traffic Engineer during the plan check process.
- Include stop controls for the southbound traffic for both driveways along Ethanac Road (Driveway 3 and Driveway 4 on **Figure 5.9-7**). Both driveways will be restricted to right-in/right-out access and will serve passenger cars.
- Construct a westbound turn lane at the intersection of Trumble Road and Ethanac Road.
- Construct an eastbound left turn lane and a westbound left turn lane at the intersection of Sherman Road and Ethanac Road.
- Construct a median on Ethanac Road that will restrict access to Driveway 3 from Ethanac Road.
- Improve Trumble Road to its ultimate half-section as a Major Collector (78-foot right-of-way, 56-foot curb-to-curb) between Ethanac Road and the northern Project site boundary.
- Improve Sherman Road to its ultimate half section as a local roadway (60-foot right-of-way, 40-foot curb-to-curb) and a 36-foot paved section along its frontage towards the intersection of Sherman Road and Ethanac Road.
- Improve Ethanac Road to its ultimate half section as an Expressway (184-foot right-of-way, 134-foot curb-to-curb between Trumble Road and Sherman Road.
- Implement signing/striping plans at the time of detailed construction plans for the Project site. Specifically, signage and striping for the existing Class II bicycle lane will be maintained along the Project site's Ethanac Road frontage.
- Sight distance at the project driveways will be in accordance with City standards and will be reviewed at the time of preparation of final grading, landscape, site development, and street improvement plans.

The proposed Project includes the following pedestrian and bicycle facilities:

- The pedestrian path of travel will be provided between passenger vehicle parking areas and the office areas away from the truck's path of travel.
- Sidewalks will be provided along Ethanac Road, Trumble Road, and Sherman Road along the Project site's frontage.
- The automobile parking area will be physically separated from the truck path of travel by a building and an 8-foot tall manually operated gate.
- Class II bike lanes will be provided along Ethanac Road along the Project site's frontage per the City's Active Transportation Plan.

- Bike racks will be provided at the Project site for employee use.

5.9.6 Methodology

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

Trip Generation
Trip generation represents the amount of traffic traveling to and from the proposed Project site. Determining the traffic generation of a project is based on forecasting the amount of traffic that is expected to be generated by a specific land use. The trip generation rates for the proposed Project were estimated based on trip generation statistics published in the *Trip Generation Manual* (11th Edition) by the Institute of Transportation Engineers (ITE). The anticipated Project trip generation was determined using trip generation rates given by ITE Land Use Code #154 (High-Cube Transload and Short-Term Warehouse) for up to 362,348 square feet and Land Use Code #157 (High Cube Cold Storage Warehouse) for up to 50,000 square feet. (URBAN-F, p. 43).

From specialized trip generation studies by ITE and the South Coast Air Quality Management District, average truck fleet mix percentages are applied to the trip generation rates to determine the number of 2-, 3-, and 4+ axle trucks expected to access the project. (URBAN-F, p. 43.) **Table 5.9-A, Project Trip Generation Rates** below, displays the peak hour and daily trip generation factors for the proposed Project for the AM and PM peak hours.

Table 5.9-A, Project Trip Generation Rates

Vehicle Type	Estimated Mix[1] (%)	Units[2]	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates									
High-Cube Transload and Short-Term Storage Warehouse (ITE Code 154)[3]									
Passenger Cars	--	TSF	1.18	0.052	0.008	**0.060**	0.023	0.067	**0.09**
2-axle Trucks	16.7		0.037	0.002	0.002	**0.003**	0.001	0.001	**0.002**
3-axle Trucks	20.7		0.046	0.002	0.002	**0.004**	0.001	0.001	**0.002**
4-axle Trucks	62.5		0.138	0.006	0.007	**0.013**	0.003	0.003	**0.006**
Total	**100**		**1.40**	**0.062**	**0.018**	**0.08**	**0.028**	**0.072**	**0.10**
High-Cube Cold Storage Warehouse (ITE Code 157)[3]									
Passenger Cars	-	TSF	1.370	0.076	0.004	**0.080**	0.019	0.071	**0.090**
2-axle Trucks	34.7		0.260	0.003	0.007	**0.010**	0.005	0.005	**0.010**
3-axle Trucks	11.0		0.083	0.001	0.002	**0.003**	0.002	0.001	**0.003**
4-axle Trucks	54.3		0.407	0.005	0.011	**0.016**	0.008	0.008	**0.016**
Total	**100**		**2.120**	**0.085**	**0.025**	**0.110**	**0.034**	**0.086**	**0.120**

Table 5.9-A, Project Trip Generation Rates

Vehicle Type	Estimated Mix[1] (%)	Units[2]	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Calculated Trip Generation Rates[3]									
High-Cube Transload and Short-Term Storage Warehouse (ITE Code 154)									
Passenger Cars[4]	-	362.348 TSF	1.180	0.052	0.008	**0.060**	0.023	0.067	**0.090**
2-axle Trucks	16.7		0.055	0.003	0.002	**0.005**	0.002	0.001	**0.003**
3-axle Trucks	20.7		0.091	0.004	0.004	**0.008**	0.002	0.002	**0.004**
4-axle Trucks	62.5		0.413	0.018	0.020	**0.038**	0.009	0.010	**0.019**
Total	**100**		**1.400**	**0.062**	**0.018**	**0.80**	**0.028**	**0.072**	**0.100**
High-Cube Cold Storage Warehouse (ITE Code 157)[3]									
Passenger Cars[4]	-	50 TSF	1.370	0.076	0.004	**0.080**	0.019	0.071	**0.090**
2-axle Trucks	34.7		0.390	0.005	0.011	**0.016**	0.008	0.008	**0.016**
3-axle Trucks	11.0		0.165	0.002	0.005	**0.007**	0.004	0.003	**0.007**
4-axle Trucks	54.3		1.222	0.015	0.034	**0.049**	0.024	0.025	**0.049**
Total	**100**		**2.210**	**0.085**	**0.025**	**0.110**	**0.034**	**0.086**	**0.120**

Source: URBAN-F, Table 4-1: Project Trip Generation Rates

Notes:

1. Truck mix per South Coast Air Quality Management District recommend truck mix by axle type.
2. TSF = 1,000 square feet gross floor area
3. ITE Trip Generation Manual 11th Ed, 2021 - Land Use 154, High-Cube Transload and Short-Term Warehouse and Land Use 157, High-Cube Cold Storage Warehouse
4. Passenger car rates per ITE vehicle trip generation rates less ITE truck trip generation rates.

The *Traffic Analysis* assumed the Project would be developed in a single phase and operational in 2025. Implementation of the proposed Project will result in the construction of a high-cube warehouse building totaling 412,348 square feet gross floor area. Using the Project-specific trip generation rates identified in **Table 5.9-A**, the proposed Project is projected to generate approximately 618 average daily trips (ADT), including 34 trip-ends during the AM peak hour and 39 trip-ends during the PM peak hour. (URBAN F, p. 45). **Table 5.9-B, Estimated Project Trip Generation** below, summarizes the proposed Project's ADT and peak hour trips by vehicle type.

Table 5.9-B, Estimated Project Trip Generation Summary

Vehicle Type	Units[1]	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Project Trip Generation – Actual Vehicles								
High-Cube Transload and Short-Term Storage Warehouse (ITE Code 154)								
Passenger Cars	362.348 TSF	428	19	3	**22**	8	24	**32**
2-axle Trucks		14	1	0	**1**	0	0	**0**
3-axle Trucks		18	1	1	**2**	0	0	**0**
4-axle Trucks		50	2	2	**4**	1	1	**2**
Subtotal Truck Trips		**82**	**4**	**3**	**7**	**1**	**1**	**2**
Subtotal Truck and Passenger Cars		**510**	**23**	**6**	**29**	**9**	**25**	**34**
High-Cube Cold Storage Warehouse (ITE Code 157)								
Passenger Cars	50.000 TSF	70	4	0	**4**	1	4	**5**
2-axle Trucks		14	0	0	**0**	0	0	**0**
3-axle Trucks		4	0	0	**0**	0	0	**0**
4-axle Trucks		20	1	1	**1**	0	0	**0**
Subtotal Truck Trips		**38**	**0**	**1**	**1**	**0**	**0**	**0**
Subtotal Truck and Passenger Cars Total		**108**	**48**	**14**	**62**	**22**	**56**	**78**
ALL PROJECT TRIPS – ACTUAL VEHICLES								
Total Passenger Cars Trips		**498**	**23**	**3**	**26**	**9**	**28**	**37**
Total Truck Trips		**120**	**4**	**4**	**8**	**1**	**1**	**2**
TOTAL ALL PROJECT TRIPS[2]		**618**	**27**	**7**	**34**	**10**	**29**	**39**

Source: URBAN-F, Table 4-2: Project Trip Generation Summary

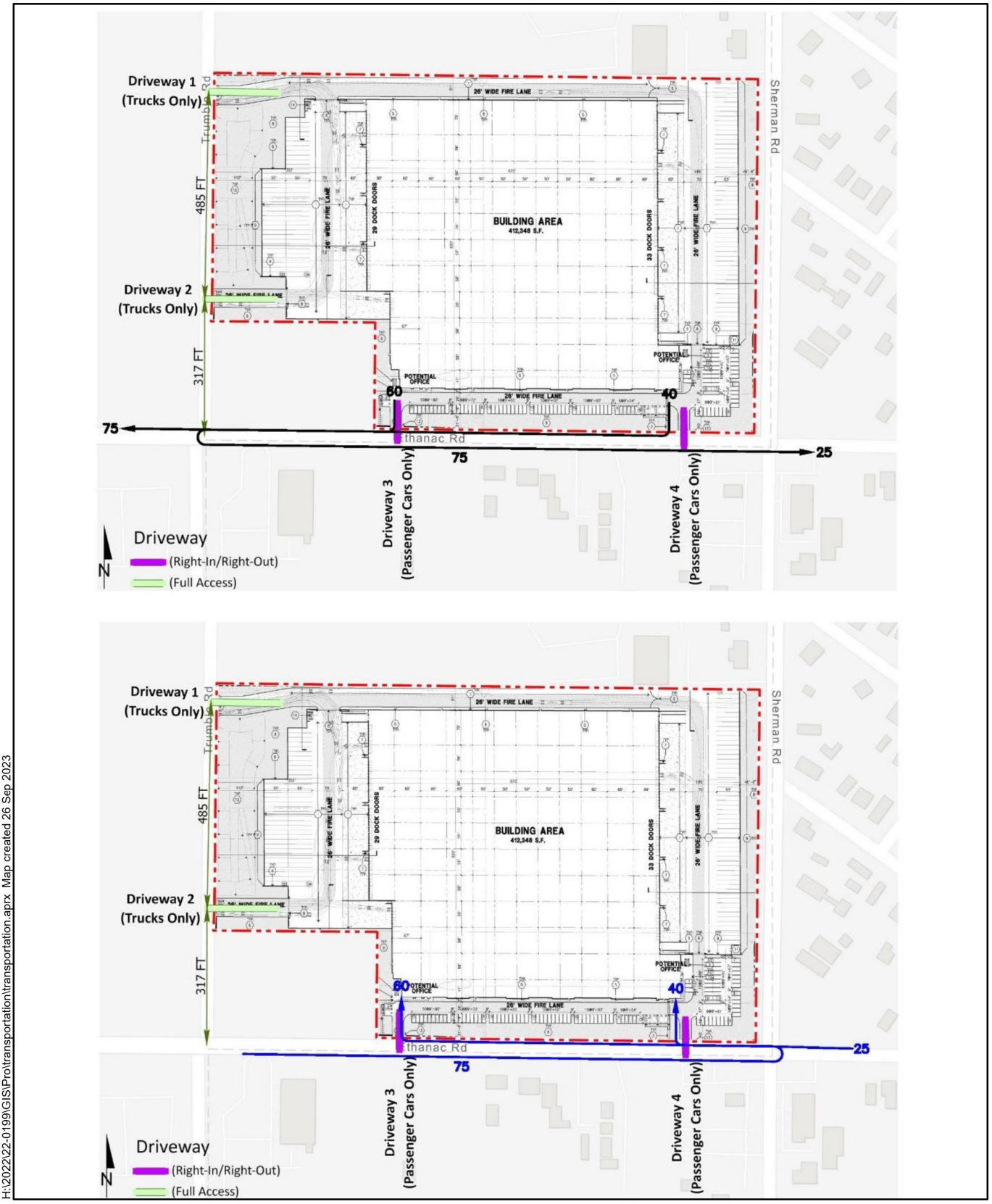
Notes:

1. TSF = 1,000 square feet gross floor area
2. TOTAL ALL PROJECT = passenger cars + trucks

Trip Distribution

Trip distribution and assignment represents the directional orientation of traffic to and from the Project site. Trip distribution is heavily influenced by the geographical location of the Project site, the location of surrounding uses, and the proximity to the regional freeway system. (URBAN-F, p. 46).

Passenger car distribution patterns are based on existing and planned land uses and roadway infrastructure in the area. Truck distribution patterns are based on Perris truck routes, proximity to the freeway system, and the Project Applicant's input on percentage of traffic oriented to the Port of Long Beach or other destination. As such, Project truck traffic is anticipated to access Trumble Road only, then to Ethanac Road to head westbound to the Ethanac Road/I-215 interchange. (URBAN-F, p. 46). The passenger car and truck trip distributions used in the *Traffic Analysis* assumed in this study are shown on **Figure 5.9-8, Project Passenger Car Trip Distribution** and **Figure 5.9-9, Project Truck Trip Distribution**, respectively.



Driveway 1
(Trucks Only)
Driveway 2
(Trucks Only)
485 FT
317 FT
Trumble Rd
Sherman Rd
Ethanac Rd
BUILDING AREA
412,348 S.F.
26' WIDE FIRE LANE
29 DOCK DOORS
33 DOCK DOORS
POTENTIAL OFFICE
60
40
75
75
25
Driveway 3
(Passenger Cars Only)
Driveway 4
(Passenger Cars Only)
N
Driveway
(Right-In/Right-Out)
(Full Access)

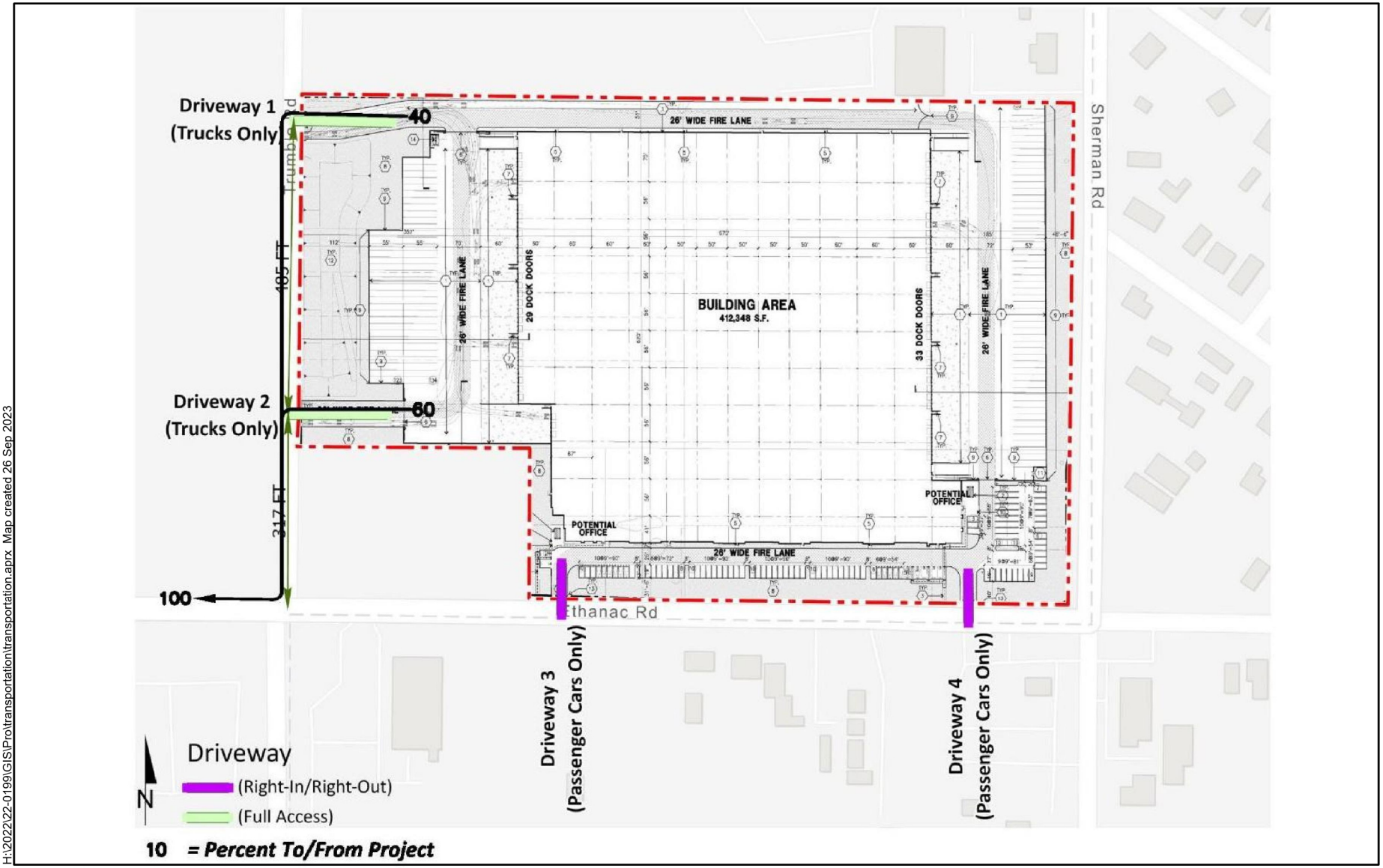
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Source: Urban Crossroads, Traffic Analysis, Jun 29, 2023.

Figure 5.9-8 Project Passenger Car Trip Distribution

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Source: Urban Crossroads, Traffic Analysis, Jun 29, 2023.

Figure 5.9-9 Project Truck Trip Distribution

Ethanac Logistics Center

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Vehicular Miles Traveled

The City of Perris adopted its *Transportation Impact Analysis Guidelines for CEQA* (TIA Guidelines) in June 2020. All discretionary land use projects subject to CEQA must evaluate transportation impacts related to automobile VMT as part of the environmental review process. The first step in evaluating a land use project's VMT impact is to perform an initial screening assessment utilizing the City of Perris VMT Scoping Form for Land Use Projects (hereinafter referred to as VMT Scoping Form). The VMT Scoping Form provides an easy to use tool for streamlining the VMT analysis process. Screening criteria can be used to determine whether a project would be expected to cause a less than significant impact without having to conduct a detailed study. According to the VMT Scoping Form, a project is presumed to have a less than significant impact on VMT if the project satisfies at least one of the following VMT screening criteria:

- Is the project 100 percent affordable housing?
- Is the project within one-half mile of qualifying transit?
- Is the project a local serving land use?
- Is the project in a low VMT area?
- Are the project's net daily trips less than 500 average daily trips (ADTs)? (TIAG, pp. 2-6).

Projects that locate in areas with low VMT, and that incorporate similar features (i.e., land use type, access to the circulation network, etc.), will tend to exhibit similarly low VMT. If a project is located in a Traffic Analysis Zone (TAZ) with VMT per capita or VMT per employee that is less than or equal to the citywide average, then the project is considered to be located in a low VMT area and can be presumed to have a less than significant impact on VMT. (TIAG, p. 4).

For projects that do not meet the screening criteria above, a VMT analysis is prepared. The VMT modeling analysis should include the following scenarios to determine the project-generated VMT per service population:

- Base year conditions
- Base year plus project conditions
- Horizon year without project conditions
- Horizon year with project conditions (TIAG, p. 9)

The model output should include VMT per service population (population plus employment). Project-generated VMT shall be extracted from the travel demand forecasting model using the Origin Destination (O/D) trip matrix and shall multiply that matrix by the final assignment skims. (TIAG, p. 9.) For projects that require Riverside County Transportation Analysis Model/Riverside County Model (RIVCOM) VMT modeling, a project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

- The base model year Project-generated VMT per service population exceeds the City of Perris baseline VMT per service population, or
- The future model year Project-generated VMT per service population exceeds the City of Perris base year VMT per service population. (TIAG, p. 10).

5.9.7 Environmental Impacts

Threshold A: Would the Project conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Congestion Management Program and the Long-Range Transportation Study

The CMP is a component of the RCTC Long Range Transportation Study, the first countywide long range transportation study that identifies and evaluates highway, major roadway, and transit projects throughout the Riverside County region. The Long Range Transportation Study identifies six roadway improvement projects within the City of Perris to reduce traffic congestion:

- Ellis Road and I-215 Interchange;
- Ramona Expressway and I-215 Interchange;
- Harley Knox Boulevard and I-215 Interchange;
- SR-74/Case Road/ Mathew Road and I-215 Interchange;
- Nuevo Road and I-215 Interchange; and
- Ethanac Road and I-215 Interchange (LRTS, Appendix A).

The Project would not affect the ability of these improvement projects in the City to be constructed. The Project would ultimately benefit from the Ethanac Road and I-215 roadway improvement project as well as the other identified CMP improvement projects. Hence, the Project would not conflict with implementation of the CMP.

Connect SoCal 2020

Connect SoCal 2020 seeks to improve mobility, promote sustainability, facilitate economic development, and preserve the quality of life for the residents in the region. **Table 6.0-B** provided in *Section 6.0 – Consistency with Regional Plans* of this Draft EIR, addresses the Project's consistency with Connect SoCal. As demonstrated through this analysis, implementation of the Project would be consistent with the goals and policies of SCAG's regional planning program, including the goals related to vehicular and non-vehicular circulation, and goods movement.

Public Transit Service

Metrolink provides heavy-rail regional transit service to the area. The closest Metrolink stations are the Perris South and Perris Downtown stations; approximately 1.5 miles and 3 miles northwest of the Project site, respectively. The RTA serves the City of Perris. However, the Project site is not currently served by any designated RTA route. Regardless, prior to final design, the Project applicant would be required to coordinate with the RTA to determine the need for any RTA service to the site.

Fair Share Contribution

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

arterial expansions keep pace with the projected population increases. The Project applicant or subsequent developer will be required to pay applicable development impact fees in effect at the time of building permit issuance.

Conclusion

The Project would provide project design features as identified in *Section 5.9.5 – Project Design Features*, pay fair share contributions and be required to provide improvements consistent with City requirements. Thus, for the reasons set forth above, the proposed Project will not conflict with any program, plan, or policy aimed at addressing the circulation system including those for transit, bicycles, and pedestrian facilities. Therefore, potential impacts would be **less than significant**.

Threshold B: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

As previously discussed in *Section 5.9.2 – Related Regulations*, SB 743, changed the way transportation impacts are determined according to CEQA. Updates to the State CEQA Guidelines approved in December 2018 included the addition of State CEQA Guidelines Section 15064.3, of which Subdivision (a), states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks (i.e., no heavy-duty trucks). Subdivision (b) establishes criteria for evaluating a project's transportation impacts based on project type and using automobile VMT as the metric. State CEQA Guidelines Section 15064.3 provides that transportation impacts of projects are, in general, best measured by evaluating the project's VMT. Automobile delay (often called Level of Service or LOS) will no longer be considered to be an environmental impact under CEQA. Automobile delay can, however, still be used by agencies to determine local operational impacts.

Because the Project does not meet any of the listed screening criteria identified in *Section 5.9.6 - Methodology* above, a *VMT Analysis* was prepared for the Project as required by the City's TIA Guidelines. As of now, WRCOG has not published jurisdictional averages for its member agencies utilizing RIVCOM. (URBAN-G, p. 1.3-3). Hence, a City Threshold was calculated for ease of comparison. As shown in **Table 5.9-C, City of Perris VMT per Service Population**, VMT was calculated by utilizing a Citywide VMT (a total calculated from the RIVCOM base year traffic model for all TAZs located within the City of Perris) and dividing it by the service population (i.e., population and employment). The total Citywide average VMT per service population was 32.38 miles which will be used as the City Threshold for this analysis.

Table 5.9-C, City of Perris VMT per Service Population

	Baseline
Citywide VMT	2,925,864
Service Population	90,351
VMT per Service Population	**32.38**
Source: URBAN-G, Table 2	

In order to estimate Project generated VMT, standard land use information such as building square footage must first be converted into a RIVCOM compatible dataset. RIVCOM utilizes socio-economic data (SED) (e.g., population, households, and employment) instead of land use information to estimate

trips. Therefore, utilizing the Riverside County General Plan conversion factor of 1,030 square feet per employee for Light Industrial (LI) uses, the Project was calculated to have approximately 400 employees as shown in **Table 5.9-D, Project Employment Estimate**.

Table 5.9-D, Project Employment Estimate

Land Use	Building Area	Conversion Factor[1]	Estimated Employees
Industrial	412,372 SF	1,030 SF per employee	400

Source: URBAN-G, Table 3
Notes:
1. COR GP App E-2, Table E-5

Utilizing the Origin/Destination (OD) VMT method, which accounts for all trips (i.e. both passenger car and truck) and trip purposes (i.e., total VMT), the Project generated OD VMT was calculated. **Table 5.9-E, Project Total OD VMT** shows the total OD VMT per service population for both Base Year (2018) and Future Year (2040) conditions.

Table 5.9-E, Project Total OD VMT

	Base Year (2018)	Future Year (2040)
Service Population	400	400
Total Project OD VMT	16,626	16,923
Project OD VMT per Service Population	41.56	42.31
City Threshold	**32.38**	**32.38**
Percent (%) Above Threshold	28.35	30.67
Potentially Significant?	Yes	Yes

Source: URBAN-G, Table 3

As shown in **Table 5.9-E**, the Project would generate a total OD VMT per service population above the City's adopted impact threshold of 32.38 miles for both Base Year and Future Year conditions. Since the Project exceeds the City's adopted threshold by approximately 29 percent and 31 percent in Base Year and Future Year, respectively, the proposed Project would have potentially significant impacts related to VMT. (URBAN-G, p. 1.3-5).

Further, City Guidelines state projects that do not meet at least one of the above screening criteria and generate fewer than 2,500 daily vehicle trips should utilize the "Project TAZ Rate" and VMT Scoping Form to mitigate VMT impacts to the extent feasible. The Project TAZ Rate of 17.6 VMT per Employee when compared to the Baseline Citywide Average VMT per Employee of 17.1 would require a 3.12 percent reduction in VMT to meet the Baseline Citywide Average.

Mitigation may be provided in the form of transportation demand management (TDM) measures or participation in a VMT fee program, which is not yet available. Therefore, VMT reduction measures focused on reducing commute VMT and the anticipated reduction in VMT associated with these measures have been estimated based on the research contained in the *Handbook for Analyzing*

1. Riverside Counfty General Plan; Appendix E-2

Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity by California Air Pollution Control Officers Association, dated December 2021. With proper implementation and 100 percent of the Project's employees eligible, this design feature could reduce VMT per employee by 4 percent bringing it to 16.9 VMT per employee. This reduction in VMT is beyond the required 3.12 percent reduction to meet the baseline citywide average VMT per employee of 17.1. Preparation of an Employee Commute Reduction Program per South Coast AQMD Rule 2022 and implementation of mitigation measures **MM TRANS-1** and **MM TRANS-2** described below offer potential commute trip reduction measures. However, since the future building tenants are unknown at this time the effectiveness of the commute trip reduction measures may be limited. Further, the commute trip reduction program would be voluntary and there is no requirement that would ensure that the number of trips and associated VMT would actually be reduced by the values needed to reduce the VMT impact to a less than significant level. Further, there are few existing residences in the Project area so there would not be a substantial number of employees residing and walking to and from work. There is also very limited transit service in the vicinity of the Project site. Hence, mitigation measures **MM TRANS-1** and **MM TRANS-2** would not adequately reduce VMT impacts to below the City's impact threshold. (URBAN-G, p. 1.3-5). Therefore, even with implementation of mitigation measures **MM TRANS-1** and **MM TRANS-2**, the Project would result in **significant and unavoidable impacts** related to VMT.

5.9.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impacts related to Transportation.

The following mitigation measures are intended to reduce the total VMT resulting from the proposed Project. Based on the VMT Analysis, it is expected that implementation of mitigation measures **MM TRANS-1** and **MM TRANS-2** could reduce Project-generated VMT by up to eight percent.

MM TRANS-1 **Voluntary Commute Trip Reduction.** Prior to occupancy, the Project tenant shall implement a Voluntary Commute Trip Reduction (CTR) marketing program to encourage alternative transportation modes such as carpooling. Potential CTR measures may include, but are not limited to, on-site and/or online commute information services on local transit options or ride-share coordination amongst employees.

MM TRANS-2 **Carpool/Vanpool.** Prior to occupancy, the Project shall be designed to provide designated carpool/vanpool parking in desirable locations on the Project site to encourage employees to rideshare.

5.9.9 Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

Implementation of local, state, and federal regulations, project design features, and mitigation measures **MM TRANS-1** and **MM TRANS-2** could reduce Project-generated VMT by approximately eight percent. However, Project VMT would remain significant since the Project's net VMT would still be higher than the City's adopted impact threshold. Therefore, Project impacts remain **significant and unavoidable** and a statement of overriding considerations will be required prior to Project approval.

5.10 Tribal Cultural Resources

The focus of this section is to analyze potential impacts related to tribal cultural resources. The following discussion addresses the potential for adverse impacts that could result from the construction and operation of the Project. Cumulative impacts are discussed in *Section 7.0 – Other CEQA Topics*.

Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. By statute, "tribal cultural resources," are generally described as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are further defined in PRC Section 21074(a)(1)(A)–(B). Tribal cultural resources are generally described as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are further defined in PRC Section 21074(a)(1)(A)–(B).

The Project site was analyzed for cultural resources in the *Cultural Resources Assessment for the Hillwood Ethanac and Trumble Road Warehouse Project, Riverside County, California,* prepared by PaleoWest LLC dated December 11, 2023 (PW-A) and attached as Appendix C of this Draft EIR. The analysis within the *Cultural Resources Assessment* encompasses: 1) the Project site, 2) segments of Ethanac Road, Trumble Road, Sherman Road, and Illinois Avenue (offsite areas), and 3) a one-mile buffer around the Project site and offsite areas; collectively referred to as the Study Area (PW-A, pp. 1,17).

5.10.1 Setting

Section 5.2 – Cultural Resources of this Draft EIR, summarizes Project-specific existing setting information presented in the technical reports prepared for this Project based on the research and field surveys conducted. Following is a summary of information provided in *Cultural Resources Assessment* relevant to tribal cultural resources.

Ethnographic Setting

The Project site encompasses the traditional use area of the Luiseño and the Cahuilla. Ethnographic information on each of these groups is provided below (PW-A, p. 11).

Luiseño

The Luiseño territory extended from present-day Riverside County south to Escondido and west to Oceanside. Before the Mission System was established by Spanish settlers in the 1770s, the Luiseño likely had coastal and inland divisions. The mission system disrupted their traditional social and political organization in 1770s. Luiseño villages were autonomous and loosely connected through lineages and clans, with several clans or villages sometimes allied under one chief. The Luiseño relied on hunting, gathering, and harvesting, with various food sources depending on the region of settlement. (PW-A, p. 12)

Their material culture included utilitarian items like projectile points, mats, baskets, pottery, fishhooks, cooking tools, and shelters made from local materials. They viewed the universe in terms of power, considering natural features and birds, especially eagles and birds of prey, as sacred and powerful beings. Rituals and ceremonies were an essential part of Luiseño life, with some scheduled and others more sporadic. (PW-A, p. 12)

After Spanish colonization, the Luiseño population declined rapidly due to diseases and harsh living conditions. American settlers further eroded their traditional society, displacing and removing many Luiseño to reservations in the latter half of the nineteenth century. Today, the nearest groups of Luiseño heritage are associated with the Soboba, Pechanga, and Pala reservations. (PW-A, p. 13).

Cahuilla
The Cahuilla are divided into three groups based on their location: the Pass Cahuilla in Beaumont/Banning, the Mountain Cahuilla in San Jacinto and Santa Rosa Mountains, and the Desert Cahuilla from Coachella Valley to the Salton Sea. Before European contact, their population ranged from 3,600 to 10,000, and they were socially organized into clans with distinct territories and shared rituals. They relied on hunting, gathering, and harvesting, but unlike the Luiseño, they lacked access to coastal fishing and gathering sites. Common sources of food included acorns, screw beans, mesquite, pinyon, cactus fruits, seeds, wild berries, tubers, roots, and greens. Common game animals included deer, antelope, big horn sheep, rabbits, and wood rats. (PW-A, p. 13).

The Cahuilla had a diverse material culture, including pottery, projectile points, manos and metates, mortars and pestles, hammerstones, fire drills, awls, shaft straighteners, and stone knives and scrapers. Their houses ranged from dome-shaped structures to rectangular ones. They viewed the universe in terms of power, considering natural features and birds as sacred repositories of power. (PW-A, pp. 13–14).

Like the Luiseño, the Cahuilla practiced rituals and ceremonies regularly. European diseases, particularly smallpox, decimated their population during the 19th century. They faced similar challenges to the Luiseño, such as displacement, enslavement, and forced assimilation. Today, various Native American groups with Cahuilla affiliation are associated with different reservations. (PW-A, p. 14).

5.10.2 Related Regulations

Federal Regulations

National Historic Preservation Act
The National Historic Preservation Act of 1966 (54 U.S.C. 300101 et seq.) is legislation intended to preserve historical and archaeological sites in the United States of America. The act created the National Register of Historic Places, the list of National Historic Landmarks, and the State Historic Preservation Offices. Among other things, the act requires federal agencies to evaluate the impact of all federally funded or permitted projects on historic properties (buildings, archaeological sites, etc.) through a process known as “Section 106 Review.” (SHPO)

National Register of Historic Places
Developed in 1981 pursuant to Title 36 CFR Section 60, the National Register of Historic Places 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 private property on the National Register of Historic Places 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 National Register is initiated through an application submitted to the State Office of Historical Preservation. Applications deemed suitable for potential consideration are handled by the State Historic Preservation Officer. All National Register of Historic Places listings for sites in California are also automatically added to the California Register of Historical Resources by the State of California. The listing of a site on the National

Register of Historic Places does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA (and NEPA, the National Environmental Protection Act) review to be satisfied prior to the approval of any discretionary action occurring that might adversely affect the resource.

American Indian Religious Freedom Act
This American Indian Religious Freedom Act became law in 1978 (Public Law 95-341, 42 USC 1996) in order to protect and preserve for American Indians their inherent right of freedom to believe, express and exercise their traditional religions. These religious rights extend to, but are not limited to, access to sites, use and possession of sacred objects and the freedom to worship through ceremonials and traditional rites.

Under this regulation, federal agencies and departments are charged with evaluating their policies and procedures in consultation with native traditional religious leaders in order to eliminate interference with the free exercise of native religion. Agencies must determine and make appropriate changes necessary to protect and preserve Native American religious cultural rights and practices, and to accommodate access to and use of religious sites "to the extent that the use is practicable and not inconsistent with an agency's essential functions." The intent is to protect Native Americans' First Amendment right to "free exercise" of religion. (AIRFA)

Native American Graves Protection and Repatriation Act
Enacted in 1990 under Title 25 U.S. Section 3001, the Native American Graves Protection and Repatriation Act describes the rights of Native American lineal descendants, Indian Tribes, and Native Hawaiian organizations with respect to treatment, repatriation, and disposition of Native American cultural items for which they can show a relationship of lineal descent or cultural affiliation. The statute also requires federal agencies and museums receiving federal funds to inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items. In an attempt to recognize the religious and cultural significance of such sites and to protect their sacred integrity, it also provides for greater protection of Native American burial sites and more careful control over the removal of Native American human remains, funerary objects, sacred objects, and items of cultural patrimony on federal and tribal lands.

State Regulations

California Environmental Quality Act
CEQA requires the lead agency to determine whether the proposed development project will have a significant effect on the environment. Sections 21083.2 and 21084.1 of the State *CEQA Guidelines* deal with the definitions of unique and non-unique archaeological resources and historical resources, respectively. Section 21083.2 directs the lead agency to determine whether the project may have a significant effect on unique archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the environmental impact report shall address the issue of those resources. Section 21084.1 directs the lead agency to determine whether the project may have a significant effect on historical resources, irrespective of the fact that these historical resources may not be listed or determined to be eligible for listing in the California Register of Historical Resources, a local register of historical resources, or they are not deemed significant pursuant to criteria set forth in California Public Resource Code (PRC) Section 5024.1(g). A cultural resource is considered "historically significant" by the CRHR (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) if it meets any one of the following criteria for:

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.

A tribal cultural resource may be considered significant if it is included in a local or state register of historical resources or determined by the lead agency to be significant pursuant to criteria set forth in PRC Section 5024.1; is a geographically defined cultural landscape that meets one or more of these criteria; or is a historical resource described in PRC Section 21084.1, a unique archaeological resource described in PRC Section 21083.2, or a non-unique archaeological resource if it conforms with the above criteria.

California Register of Historical Resources
State law protects cultural resources by requiring evaluations of the significance of historical resources in CEQA documents through the California Public Resource Code (PRC) Section 5024.10 et seq. A cultural resource is an important historical resource if it meets any of the criteria found in Section 15064.5(a) of the State CEQA Guidelines. These criteria are similar to those used in federal law. The California Register of Historical Resources is maintained by the state Office of Historic Preservation. Properties listed, or formally designated eligible for listing, on the National Register of Historic Places are automatically listed on the California Register of Historical Resources, as are state historical landmarks and points of interest. The California Register of Historical Resources also includes properties designated under local ordinances or identified through local historical resource surveys.

California Register of Historical Resources Criteria
For purposes of CEQA, a historical resource is any object, building, structure, site, area, place, record, or manuscript listed in or eligible for listing in the California Register of Historical Resources PRC Section 21084.1. A resource is eligible for listing in the California Register of Historical Resources if it meets any of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Is associated with the lives of persons important in our past.
- 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.
- Has yielded, or may be likely to yield, information important in prehistory or history.

The California Code of Regulations (CCR) further provides that cultural resources of local significance are California Register of Historical Resources-eligible. (Title 14 CCR, Section 4852).

Native American Heritage Commission
The Native American Heritage Commission (NAHC), created in statute in 1976, is a nine-member body, appointed by the Governor, to identify and catalog cultural resources (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on

private lands) in California. The NAHC is also charged with ensuring California Native American tribes' accessibility to ancient Native American cultural resources on public lands (i.e. Sacred Lands File), overseeing the treatment and disposition of inadvertently discovered Native American human remains and burial items, and administering the Native American Graves Protection and Repatriation Act. (NAHC).

Human Remains

According to Section 15064.5 of the State *CEQA Guidelines*, all human remains are assigned special importance and specific procedures are to be used when Native American remains are discovered. These procedures are discussed within PRC Section 5097.98 (PRC 5097.98). PRC 5097.98 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the NAHC to resolve disputes regarding the disposition of such remains.

California Health and Safety Code

Sections 7050.5, 7051, and 7054 of the California Health and Safety Code collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the Public Resources Code), 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. (HSC 7050.5, HSC 7051, and HSC 7054).

Assembly Bill 52

Assembly Bill (AB) 52, which became effective on July 1, 2015, added a new requirement to CEQA regarding tribal cultural resources. PRC 21084.2 established that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. To help determine whether a project may have such an effect, PRC 21080.3.1 requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project.

As a result of AB 52, the following must take place: 1) prescribed notification and response timelines; 2) consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and 3) documentation of all consultation efforts to support CEQA findings. Under AB 52, if a lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, the lead agency must consider measures to mitigate that impact. PRC 21074 provides a definition of a tribal cultural resource.

In brief, in order to be considered a tribal cultural resource, a resource must be either 1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources or 2) a resource that the lead agency chooses, in its discretion supported by substantial evidence, to treat as a tribal cultural resource. In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources or City Designated Cultural Resource. In applying those criteria, a lead agency shall consider the value of the resource to the tribe. Elder testimony, oral, and written accounts are all considered to be examples of substantial evidence for

determining the significance of a tribal cultural resource. (PRC 21084.2). The City initiated AB 52 consultation with Agua Caliente Band of Cahuilla Indians on February 28, 2023.

Senate Bill 18
Senate Bill (SB) 18, effective September 2004, requires local governments to notify and consult with California Native American tribes when the local government is considering adoption or amendment of a general or specific plan. Prior to adoption of a 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. Pursuant to California Government Code Section 65352.3, prior to adoption or any amendment to a General Plan proposed on or after March 1, 2005, the city or county shall conduct consultations with California Native American tribes for the purpose of preserving or mitigation impacts to Cultural Places. The tribe(s) has 90 days from when the tribe is contacted by the city or county in which to request a consultation. (CGC). The City initiated SB 18 consultation with Auga Caliente Band of Cahuilla Indians on February 28, 2023.

Regional Regulations
There are no applicable regional regulations.

Local Regulations
City of Perris Comprehensive General Plan 2030
The City of Perris General Plan contains goals, policies and implementation measures that are considered applicable to the proposed Project, as identified below(GP CE, p. 47):

Conservation Element

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

By preparing the *Cultural Resources Assessment*, the applicant has complied with Conservation Element Measures IV.A.2 and IV.A.3.

City of Perris General Plan EIR
There are no applicable mitigation measures from the EIR for the Perris Comprehensive General Plan 2030 that pertain to tribal cultural resources.

City of Perris Municipal Code
There are no applicable sections from the City's Municipal Code that pertain to tribal cultural resources.

5.10.3 Comments Received in Response to the Notice of Preparation and Draft EIR Scoping Meeting

Three written comment letters were received regarding tribal cultural resources in response to the Notice of Preparation. The comment letters were received from the NAHC, the Agua Caliente Band of Cahuilla Indians, and the Rincon Band of Luiseño Indians and are included in Appendix A.3 of this Draft EIR. A summary of these written comment letters can be found in *Table 2.0-A, Written Comments Received During the Notice of Preparation Comment Period* in the Introduction section of this Draft EIR. No written or verbal comments pertaining to tribal cultural resources were provided at the October 18, 2023 Draft EIR public scoping meeting.

5.10.4 Thresholds of Significance

The City of Perris has not established local CEQA significance thresholds and instead, defers to the thresholds of significance identified in Appendix G ("Environmental Checklist") to the State CEQA Guidelines. Impacts related to this Project may be considered potentially significant if the proposed Project 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 listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resource Code section 5020.1(k);
- 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 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

5.10.5 Project Design Features

There are no Project Design Features related to tribal cultural resources.

5.10.6 Methodology

The analysis within the *Cultural Resources Assessment* encompasses: 1) the Project site, 2) segments of Ethanac Road, Trumble Road, Sherman Road, and Illinois Avenue (offsite areas), and 3) a 1-mile radius around the Project site and offsite areas; collectively referred to as the Study Area. (PW-A, pp. 1,17).

Section 5.2.6 – Methodology in the Cultural Resources section of this Draft EIR contains a detailed explanation of the components of the *Cultural Resources Assessment,* the surveying tactics utilized, and subsequent results.

Native American Communications

As part of the *Cultural Resources Assessment,* the NAHC was contacted on January 17, 2023, for a review of the Sacred Lands File. The NAHC responded on February 2, 2023, noting that the Sacred Lands File search was completed with negative results (no cultural properties were found). The NAHC requested that 21 individuals representing 14 Native American tribal groups be contacted to elicit information and/or concerns regarding cultural resource issues related to the proposed Project. See **Table 5.2-A, Tribal Communications** in *Section 5.2 – Cultural Resources* of this Draft EIR for an outline of the tribal correspondence.

5.10.7 Environmental Impacts

Threshold A: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resource Code section 5020.1(k)?

As discussed in Threshold A of *Section 5.2 – Cultural Resources* of this Draft EIR, an archaeological literature and records search was undertaken at the Eastern Information Center at the University of California, Riverside. Results of the records search indicated a total of 31 known cultural resources are located within the Project Study Area. However, none of these 31 resources are located within the Project site or offsite areas. (PW-A, 21). Additionally, there are three historic period road segments located within the Study Area: Ethanac Road, Trumble Road, and Sherman Road. (PW-A, p. 27). However, none of the Native American Tribes consulted identified the road segments as being culturally significant.

Although there are no previously recorded archeological resources within the Project site or offsite areas, in the event that previously unidentified archaeological resources are discovered during ground disturbance, the Project would be required to comply with mitigation measure **MM CR-1** found in *Section 5.2 – Cultural Resources* of this Draft EIR, which requires that an archaeological and Native American monitor be present during initial ground-disturbing activities and identifies steps that would be taken to ensure potential impacts to tribal cultural resources are less than significant. Furthermore, the Project would be required to comply with mitigation measure **MM CR-2,** also found in *Section 5.2*, which identifies actions to be taken in the event that human remains are found which includes identification of the most likely descendent, despite affiliation with any Native American tribal monitor present at the site. Thus, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resource Code section 5020.1(k) as the structures are not associated with traditional Native American activities. Therefore, potential impacts would be **less than significant with mitigation incorporated**.

Threshold B: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that isa 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 Resource 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?

The Project site was determined to have low-potential for deeply buried prehistoric resources and previous agricultural use of the land may have resulted in disturbance and exposure to any shallowly buried sties (PW-A, p. 24). However, the City as lead agency, is required to coordinate with Native American Tribes through both the AB 52 and SB 18 consultation process for the proposed Project's General Plan Amendment. As such, on January 31, 2023, the City of Perris notified six local tribal governments in writing of the proposed Project pursuant to AB 52 and SB 18 pertaining to tribal cultural resources consultation which included:

- Agua Caliente Band of Cahuilla Indians
- Rincon Band of Luiseño Indians
- Soboba Band of Luiseño Indians
- Morongo Band of Mission Indians
- Torrez Martinez Desert Cahuilla Indians
- Pechanga Band of Indians

Of the tribes contacted for AB 52 and SB 18 consultation, two responses were received by the City. A Letter dated March 13, 2023, was received from Rincon Band of Luiseño Indians indicating they did not wish to continue with consultation. On February 8, 2023, a letter was received from the Agua Caliente Band of Cahuilla Indians requesting a copy of the cultural study prepared for the Project and consultation. On February 28, 2023, the City conducted consultation with Agua Caliente Band of Cahuilla Indians. Agua Caliente deferred consultation to Soboba Band of Luiseño Indians and Pechanga Band of Indians and requested a copy of the cultural study prepared for the report and mitigation. No further recommendations or conditions were requested by the Agua Caliente. No other Tribes reached out to the City.

In addition to the Native American scoping and consultation conducted pursuant to the requirements of AB 52 and SB 18 by the City, as part of the *Cultural Resources Assessment* prepared for the Project, the NAHC was contacted on January 17, 2023, for a review of the Sacred Lands File. The NAHC responded on February 2, 2023, indicating that the Sacred Lands File search was completed with negative results (no cultural properties were found). In accordance with the recommendations of the NAHC, PaleoWest contacted 21 tribes on January 17, 2023. Seven responses were received and are outlined in **Table 5.2-A** in *Section 5.2—Cultural Resources* of this Draft EIR.

PaleoWest received responses from both Soboba Band of Luiseño Indians and Pechanga Band of Indians stating that the Project site was highly sensitive for potential and known cultural resources and that they would like to consultant with the City to share information. The Soboba Band of Luiseño Indians and Pechanga Band of Indians were two of six tribes contacted by the City on January 31, 2023, as part of the AB 52 and SB 18 consultation processes discussed above. The City did not received a response from either the Soboba Band of Luiseño Indians or the Pechanga Band of Indians. As of March

2, 2023, the City has concluded AB 52 consultation and as of May 1, 2023, the City has concluded SB 18 Consultation efforts.

As previously discussed, no cultural resources, including tribal cultural resources were observed during the field survey and no information obtained through Native American consultation or review of applicable records indicates that tribal cultural resources are present within the Project site.

In the event, that deeper ground-disturbing activities associated with Project construction that extend below disturbed soils encounter unknown tribal resources, implementation of mitigation measures **MM CR-1** and **MM CR-2** (found in *Section 5.2 – Cultural Resources* of this Draft EIR) during Project-related construction activities, would ensure potential impacts to tribal cultural resources are less than significant. Thus, with implementation of mitigation measures **MM CR-1** and **MM CR-2**, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 that is a resource determined significant to a California Native American Tribe. Therefore, potential impacts would be **less than significant with mitigation incorporated**.

5.10.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impact to tribal cultural resources.

The Project would be required to comply with mitigation measures **MM CR-1** and **MM CR-2** identified in *Section 5.2 – Cultural Resources* of this Draft EIR to reduce potential impacts related to tribal cultural resources to less than significant levels.

5.10.9 Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

Mitigation measures would ensure that any unknown buried tribal cultural and/or archaeological resources that are discovered during development of the proposed Project are protected, evaluated, and recovered as determined by the appropriate qualified expert. With the implementation of mitigation measures **MM CR-1** and **MM CR-2** identified in *Section 5.2 – Cultural Resources* of this Draft EIR, potential impacts to unknown potentially significant tribal cultural resources would be reduced to a **less than significant level with mitigation**.

5.11 Utility and Service Systems

The purpose of this section is to analyze potential impacts related to utilities and service systems, such as water, wastewater treatment, stormwater drainage, solid waste, natural gas, electrical power, and telecommunication facilities. The following discussion addresses the potential impacts that could result from the construction of new or expanded facilities as a result of the proposed Project. The Initial Study attached as Appendix A.1 to this Draft EIR determined that the Project would result in a less than significant impacts to water, wastewater, solid waste, electric power, natural gas, and telecommunication facilities. Since no new, expanded, or relocated facilities are anticipated for these utilities, they will not be further analyzed in this Draft EIR and the analysis below will only focus on stormwater drainage. Cumulative impacts are discussed in *Section 7.0 – Other CEQA Topics*.

A *Preliminary Drainage Study for the proposed Project* was prepared by Albert A. Webb Associates dated January 2024 (WEBB-A); a *Preliminary Water Quality Management Plan* was prepared *for the proposed Project* by Albert A. Webb Associates dated January 2024 (WEBB-B); and an Offsite Drainage Considerations Technical Memorandum was prepared by Albert A. WEBB Associates dated January 8, 2024 (WEBB-A1). The *Preliminary Drainage Study*, *Preliminary Water Quality Management Plan, and Technical Memorandum* are all included in Appendix E of this Draft EIR.

5.11.1 Setting

The Project site is currently undeveloped and vacant and surrounded with some development. Elevations across the Project site range from 1,433 feet above mean sea level in the southeast corner to approximately 1,428 feet above mean sea level along the western side of the site. The Project site slopes downward at an approximately one percent grade towards the west. The existing drainage pattern for the site and general area is characterized by sheet flows that follow the slope to the west towards Trumble Road.

Storm Drain Drainage

The Project site is located in the City of Perris and is served by the Riverside County Flood Control and Water Conservation District Line A which is located within the *Romoland Master Drainage Plan* (MDP) watershed area. The Romoland MDP outlines a master plan for orderly development of flood control facilities for ultimate “build-out” of the area. Since the City is not yet at “build-out” conditions, the stormwater drainage systems within the City are in differing stages of interim- and ultimate-condition. The existing City-maintained Line A in Illinois Avenue consists of a 36-inch reinforced concrete pipe at the intersection of Trumble Road and Illinois Avenue which traverses west to Insterstate-215, eventually transitioning to a 48-inch reinforced concrete pipe downstream, before outletting to a forebay structure which then connects to MDP Line A-11 via a 6-foot by 5-foot double reinforced concrete box. MDP Line A-11 ultimately connects to MDP Line A. (WEBB-A, p. 3-1)

Accordingly, the Project site is located within the boundaries of the Riverside County Flood Control and Water Conservation District's *Homeland/Romoland Area Drainage Plan* (ADP). While the Romoland MDP plans out an economical drainage plan overview, which provides flood protection for both existing and future development, the *Homeland/Romoland* ADP is the financing mechanism used to offset taxpayer costs for proposed drainage facilities by imposing fees on new development within the ADP area. (MDP, p. 1; ADP, p.1.)

Currently, offsite flows from the area east of the Project site flow westerly to Sherman Road and across existing ribbon gutters, draining to the Project site. Per the Romoland MDP, the area east of Sherman Road is to be picked up by MDP Line A-1 to be located in Sherman Road and travel north from the existing MDP Line A channel located just north of McLaughlin Avenue. (WEBB- A, p. 1- 1).

5.11.2 Related Regulations

Federal Regulations

Clean Water Act

The United States Environmental Protection Agency has delegated responsibility for compliance with the federal Clean Water Act to the State of California, which is discussed under "State Regulations." There are no other federal regulations that apply to the water supply, and wastewater services that are needed to serve the Project. (EPA)

State Regulations

Porter-Cologne Water Quality Control Act

The Clean Water Act prohibits the discharge of pollutants to waters of the United States unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. Applicable NPDES permits include those managed on a statewide basis by the State Water Resources Control Board (i.e., General Permits), such as the General Industrial Activities Storm Water Permit and the General Construction Activity Storm Water Permit. Both of these permits require a Storm Water Pollution Prevention Plan (SWPPP); the industrial permit requires an industrial SWPPP used in perpetuity based on the SIC code, and the construction permit requires a SWPPP for construction phase only. In addition, the State Board issues statewide municipal permits for Municipal Separate Storm Sewer Systems (MS4) owned by municipalities. (MS4)

Construction Stormwater General Permits

The MS4 permit program regulates all stormwater discharges from municipal storm drains. The Santa Ana Regional Water Quality Control Board (RWQCB) regulates the Riverside County MS4 permit (Order RB8-2010-0033), which requires the principal permittee (the Riverside County Flood Control and Water Conservation District) and co-permittees (County of Riverside and cities, including the City of Perris) to develop several items designed to reduce pollutants in urban runoff to the Maximum Extent Practicable.[1] Specifically for qualifying new developments and redevelopments, this includes a Water Quality Management Plan (WQMP). (MS4)

Regional Regulations

Riverside County Flood Control and Water Conservation District

The Riverside County Flood Control and Water Conservation District develops MDPs that outline a master plan of facilities for drainage solutions as the area builds out. The Riverside County Flood Control and Water Conservation District also maintains Area Drainage Plans, which is a financing mechanism

1. The term, Maximum Extent Practicable (or MEP) comes from the federal Clean Water Act, §402(p)(3)(B). The MEP standard involves applying BMPs that are effective in reducing the discharge of pollutants in storm water runoff. In discussing the MEP standard, the State Board has said the following: "There must be a serious attempt to comply, and practical solutions may not be lightly rejected. If, from the list of BMPs, a permittee chooses only a few of the least expensive methods, it is likely that MEP has not been met. On the other hand, if a permittee employs all applicable BMPs except those where it can show that they are not technically feasible in the locality, or whose cost would exceed any benefit to be derived, it would have met the standard. MEP requires permittees to choose effective BMPs, and to reject applicable BMPs only where other effective BMPs will serve the same purpose, the BMPs would not be technically feasible, or the cost would be prohibitive." (Order WQ 00-11, p.20).

used to offset taxpayer costs for proposed drainage facilities. As discussed previously, the Project site is located within the boundaries of the Riverside County Flood Control and Water Conservation District's *Homeland/Romoland* ADP. The Subdivision Map Act requires that agencies imposing fees have a general drainage plan for the fee area, a special fund for the fees and an equitable distribution of the fees prior to implementation. (ADP, p. 1). Developments falling under the Subdivision Map Act (those requiring a division of lands) pay fees on a per acre basis. The ADP *Rules and Regulations* establish guidelines used in the administration of ADPs including design and construction responsibilities and fee credit determination (RCFC-C). ADP fees are paid at the time of tentative map recordation, unless deferred by the developer to the grading permit or building permit stage. The actual ADP fee paid by developments may be less than the current fee amount per acre, due to credits for drainage infrastructure previously constructed or drainage facilities constructed, as part of development proposals. On the other hand, the fee amount may be greater at the discretion of the City. Although the ADP fee is established for subdivisions, Riverside County's *Rules and Regulations for Administration of Area Drainage Plans* provides for the payment of ADP fees for other discretionary land uses when a determination has been made that the approved land use will increase runoff which may require earlier construction of downstream Area Drainage Plan facilities (pursuant to Riverside County Ordinance No. 460).

Local Regulations

City of Perris Comprehensive General Plan 2030

The following applicable goals and policies from the City of Perris General Plan pertain to utilities and service systems (GP CE, pp.47 – 49; GP LE, p. 91):

Conservation Element

Goal VI	Achieve regional water quality objectives and protect the beneficial uses of the region's surface and groundwater.
Policy VI.A	Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).
Measure VI.A.4	Review water quality impacts during the project review and approval phases to ensure appropriate BMPs are incorporated into the project design and long term operations.
Measure VI.A.5	In accordance with the Riverside County NPDES, enact a Water Quality Management Plan to review and regulate new development approvals.
Measure VI.A.6	Continue to fulfill the City's obligation as Co-Permittee under the MSA NPDES permit for Riverside County.

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.

City of Perris General Plan EIR

There are no applicable mitigation measures from the EIR for the Perris General Plan that pertain to utilities and service systems.

City of Perris Municipal Code
The following sections of the City's Municipal Code are applicable and pertain to utilities and service systems:

Title 14 – Water and Sewage (Chapter 14.22 - Stormwater/Urban Runoff Management and Discharge Control). The purpose of this chapter is to ensure the environmental protection and public health, safety, and general welfare of city residents by: 1) Prohibiting non-stormwater discharges into the stormwater conveyance system; 2) Eliminating discharges into the stormwater conveyance system from spills, dumping or disposal of materials other than stormwater or permitted or exempted discharges; 3) Reducing pollutants in stormwater discharges, including those pollutants taken up by stormwater as it flows over urban areas (urban runoff), to the maximum extent practicable; and 4) Reducing pollutants in stormwater discharges to achieve applicable water quality objectives for receiving waters within the city and Santa Ana River Watershed. The intent of this chapter is to protect and enhance the water quality of the city watercourses, water bodies, groundwater, wetlands, and regional receiving waters in a manner pursuant to and consistent with the Clean Water Act (33 USC 1342), and California Regional Water Quality Control Board NPDES Permit No. CAS 618033, Order No. R8-2002-0011 and any amendment, revision, or reissuance thereof.

Title 18 – Subdivisions (Chapter 18.32 – Reservations and Fees). The purpose of this chapter is to establish reimbursement agreements or funding procedures related to benefit districts. Additionally, this chapter establishes drainage fees for the construction of drainage facilities as a condition of the division of land for the Homeland/Romoland Area Drainage Plan.

5.11.3 Comments Received in Response to the Notice of Preparation and Draft EIR Scoping Meeting

Two written comments were received regarding utilities and service systems in response to the Notice of Preparation. The comment letters were received from CARE CA and the City of Menifee and are included in Appendix A.3 of this Draft EIR. A summary of these written comment letters can be found in *Table 2.0-A, Written Comments Received During the Notice of Preparation Comment Period* in the Introduction section of this Draft EIR.

One verbal comment regarding utilities and service systems was also provided at the October 18, 2023 Draft EIR public scoping meeting. The verbal comments received are summarized in *Table 2.0-B, Verbal Comments Provided During the Draft EIR Scoping Meeting* in the Introduction section of this Draft EIR. All utilities and service system related comments are addressed in this section.

5.11.4 Thresholds of Significance

The City of Perris has not established local CEQA significance thresholds and instead, defers to the thresholds of significance identified in Appendix G ("Environmental Checklist") to the State CEQA Guidelines. The IS/NOP prepared by the City for the Project (see Appendix A of this Draft EIR) indicates that impacts related to this Project may be considered potentially significant if the proposed Project 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

5.11.5 Project Design Features

As described in *Section 5.6 – Hydrology and Water Quality* of this Draft EIR, the Project includes construction of on- and offsite drainage facilities) including: onsite curb and gutter, ribbon gutters, on- and offsite subsurface storm drain pipes, underground storage chamber, onsite system for water quality treatment, catch basins, and pumps and as follows:

- Private storm drain Line 1 – storm drain from the southwest portion of the building
- Private storm drain Line 2 – storm drain line from east side of building
- Public storm drain Line 4 – Public 24-inch reinforced concrete pipe storm drain within Trumble Road (offsite connection)
- Gravity Line – 18-inch gravity line for emergency escape for underground chamber
- Potential storm drain line parallel to Line A in Illinois if required by City

As an alternative to the proposed drainage system above, a storm drain line may be provided along the northern portion of the project site to collect and convey offsite flows to an additional underground chamber. In addition to the project design features described above, this option would also include:

- Public storm drain Line 3 – Public 60-inch reinforced concrete pipe storm drain along northern portion of the site designed to capture offsite flows from the east.
- Private storm drain Line 5 – 12-inch reinforced concrete pipe for larger storm events exiting underground chamber

5.11.6 Methodology

Technical reports were prepared to analyze drainage and water quality impacts of the proposed Project based on the land uses presented in *Section 3.0 – Project Description* of this Draft EIR. Hydraulic analyses were performed for the pre-project and post-project channel to determine the pre-project and post-project flooding limits. The Riverside County Flood Control and Water Conservation District Hydrology Manual was used to develop the hydrological parameters for the unit hydrograph analyses. The Project site is not located within an area determined to be exempt from a requirement to match proposed flow rates to not more than existing flow rates; this is referred to as a hydromodification requirement or hydrologic condition of concern. Hence, the Project site is subject to hydrologic condition of concern mitigation. (WEBB-A, pp. 1-1, 1-2). The analysis below is based on the result of the *Drainage Analysis* , *Preliminary Water Quality Management Plan, and Technical Memorandum*.

5.11.7 Environmental Impacts

Threshold A: 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?

As previously indicated in *Section 5.11* above, the Initial Study determined that Project would result in a less than significant impact to water, sewer, electric, natural gas, and telecommunication facilities so these utilities will not be further analyzed in accordance with *State CEQA Guidelines* Section 15128. The Project applicant would construct the on- and offsite storm drainage facilities as described in *Section 5.6 – Hydrology and Water Quality* of this Draft EIR; specifically *Section 5.6.7 – Environmental Impacts, Threshold A*. Because the Project would ultimately be connecting to storm drain facilities that are regional in nature, do not exceed capacity, and comply with all required regulations, the Project would not require expanded facilities. The effects of constructing these storm facilities are described, analyzed, and mitigated in this Draft EIR (e.g., air quality impacts, cultural resources, hydrology and water quality, noise impacts, etc.). Thus, the Project would not 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. Therefore, potential impacts would be **less than significant**.

5.11.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*State CEQA Guidelines*, Section 15126.4). Mitigation measures were evaluated for their ability to reduce or eliminate impacts. Because all potential Project impacts related to utilities and service systems would be less than significant, no mitigation measures are necessary.

5.11.9 Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

Project-specific environmental effects are less than significant for utilities and services systems, and no mitigation measures are needed.

6.0 Consistency with Regional Plans

State CEQA Guidelines Section 15125(d) requires an EIR to discuss any inconsistencies between the proposed Project and applicable general, specific, and regional plans. The purpose of this section is to discuss the proposed Project's consistency with the regional and local growth forecasts, the Southern California Association of Governments (SCAG) *Connect SoCal* – the *2020-2045 Regional Transportation Plan /Sustainable Communities Strategy of the Southern California Association of Governments* (Connect SoCal 2020), and to provide an analysis of the Project's impacts on the population, housing, and job projections for the region. SCAG is the designated Metropolitan Planning Organization for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties, and as such, is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additionally, a discussion of the Project's impacts upon the growth forecasts and its compliance with SCAG's regional policies is discussed below.

A discussion of the proposed Project's consistency with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is addressed in *Section 4.0 – Environmental Effects Found Not Significant* of this Draft EIR. *Section 5.1 - Air Quality* discusses the Project's consistency with the applicable Air Quality Management Plan and *Section 5.5 - Greenhouse Gas Emissions* includes a discussion of the Connect SoCal 2020 as it pertains to greenhouse gas (GHG) emissions along with the California Air Resource Board's (CARB) 2022 Scoping Plan for Achieving Carbon Neutrality. *Section 5.7 – Land Use and Planning* discusses the Project's consistency with the City of Perris Comprehensive General Plan 2030.

6.1 Setting

6.1.1 SCAG Regional Growth Factors

Population forecasts for the City and surrounding area are provided by SCAG in the Connect SoCal 2020 Demographics and Demographics and Growth Forecast-Technical Report Appendix (SCAG-2020). The Connect SoCal growth forecast is updated every four years and it was recently updated in 2020. The Connect SoCal Growth Forecast is broken down into separate growth forecasts for individual cities and unincorporated county areas. **Table 6.0-A, SCAG Growth Forecasts (Perris)** depicts the SCAG population forecasts for the City, which includes the proposed Project site.

Table 6.0-A, SCAG Growth Forecasts (Perris)

	2016	2045[2]
Population	74,900	121,000
Households	17,200	33,800
Employment	16,100	26,400
Jobs-to-Housing Ratio[1]	0.94:1	0.78:1

Source: SCAG-2020, Table 14
Notes:
1. Total number of jobs relative to the total number of households – calculated
2. 2020, 2035, and 2040 data not available.

Jobs-to-housing ratio is used as an indicator of how jobs-rich or jobs-poor a community is. SCAG's April 2001 report titled, *The New Economy and Jobs/Housing Balance in Southern California*, states that a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternately, a jobs/housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply." Generally, a ratio of less than 1.0:1 (1 to 1) indicates a jobs-poor area, and a ratio of more than 1.0:1 indicates a jobs-rich area (SCAG 2001, p. 15). Currently, the City of Perris has an unemployment rate of 6 percent (EDD). As reflected in **Table 6.0-A**, above, the 2020-2045 SCAG growth forecast indicates that in the year 2016 the jobs to housing ratio for the City was 0.94:1, which is by definition jobs-poor, and anticipated to decrease to 0.78:1 by the year 2045.

6.2 Related Regulations

6.2.1 Southern California Association of Governments

SCAG is the largest Metropolitan Planning Organization in the nation. The region includes six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial and 191 cities in an area covering more than 38,000 square miles (SCAG 2023). As the designated Metropolitan Planning Organization for the region, SCAG is mandated by federal law to research and develop a Regional Transportation Plan, which incorporates a Sustainable Communities Strategy per California state law (SCAG 2019, p. 1). The SCAG region is a major hub of global economic activity, representing the 16th largest economy in the world, and is considered the nation's gateway for international trade, with two of the largest ports in the nation (SCAG 2019, p. 1).

6.2.2 Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

The SCAG regional council adopted Connect SoCal 2020 on September 3, 2020 (Connect SoCal, p. 12). Connect SoCal is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The plan charts a path toward a more mobile, sustainable, and prosperous region by making key connections: between transportation networks, between planning strategies and between the people whose collaboration can make plans a reality (Connect SoCal, p. 8). This plan reaffirms zero and near-zero emission technologies as a priority, describes progress to date, and outlines a framework and key action steps to reach that goal (Connect SoCal, p. 78). It outlines more than $638 billion in transportation system investments over the next 25 year (Connect SoCal, p. 4). The Plan was prepared through a collaborative, continuous, and comprehensive process with input wide range of constituents and stakeholders within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, including public agencies, community organizations, elected officials, tribal governments, the business community and the general public (Connect SoCal, p. 8). The goals included in Connect SoCal are meant to provide guidance for considering projects within the context of regional goals.

Connect SoCal 2020 provides an opportunity to identify transportation strategies today that address mobility needs for the future. Connect SoCal 2020 outlines growth strategies for land use and transportation and help reduce the state's greenhouse gas emissions from cars and light duty trucks, a requirement put in place by the passage of Senate Bill 375 with the goal of ensuring that the SCAG region can meet its regional greenhouse gas reduction targets set by CARB (Connect SoCal, p. 9).

CARBs targets for the SCAG region, which were updated in 2018, are 8 percent below 2005 per capita emissions level by 2020 (this target was unchanged) and 19 percent below 2005 per capita emissions level by 2035 (this was increased from 13 percent below 2005 per capita emissions levels by 2035) (Connect SoCal, p. 138). The regional targets were updated to ensure consistency with the more stringent statewide reduction goals subsequently introduced by the California legislature (Connect SoCal, p. 38). Connect SoCal has been found to meet state targets for reducing GHG emissions from cars and light trucks. Connect SoCal 2020 achieves per capita GHG emission reductions relative to 2005 levels of 8 percent in 2020 and 19 percent in 2035, thereby meeting the GHG reduction targets established by CARB for the SCAG region (Connect SoCal, p. 48).

6.3 Consistency Analysis

As described in *Section 3.0 - Project Description*, the Project would change the General Plan land use designation of the 20-acre site from Community Commercial to Light Industrial. The Project site does not contain any areas designated for residential uses. However, the Project would introduce additional employment opportunities to the City. Employment projections were not available in the City's General Plan EIR, so Riverside County employment generation rates were used. The *Riverside County's General Plan Appendix E-2: Revised Socioeconomic Build-Out Assumptions and Methodology* identifies an employment generation factor for light industrial uses of one employee for each 1,030 square feet of light industrial space (COR GP App E-2, p. 3). Based on this methodology, this Project would be expected to generate a demand for approximately 400[1] employees. It is reasonably expected that these new employment opportunities would be filled by local residents since the City is classified as jobs-poor. As such, the Project would not increase the local population.

As previously mentioned, based on the 2020 SCAG's growth forecast for the City of Perris, it was calculated that the City was jobs-poor with a ratio of 0.94:1, in 2016. A decrease is projected for 2045 with a ratio of 0.78:1. Implementation of the Project would help the City introduce new employment opportunities. It is calculated that implementation of the Project would increase employment by 400 or by 1.51 percent by 2045[2] which would increase the City's jobs-to-housing ratio in 2045 to 0.79[3]; however, the City would continue to remain jobs-poor.

Table 6.0.-B, Proposed Project Consistency with the Connect SoCal 2020 Goals, presents a side-by-side comparison of the Connect SoCal goals and a discussion regarding the Project's consistency, non-consistency, or non-applicability with each goal.

1. This was calculated using the Project's proposed warehouse square footage (SF) 412,348 divided by 1,030 SF
2. Using the SCAG estimate of 26,400 employment in the City of Perris in 2045 and the proposed Projects 400 new employment opportunities: 400 employees from the Project / 26,400 City of Perris 2045 employment = 0.0151, or 1.51 percent.
3. This was calculated by adding 400 jobs to the projected 26,400, 2045 employment projections resulting in 26,800 employment opportunities. Then it was divided by the 2045 projected households of 33,800.

Table 6.0-B, Proposed Project Consistency with the Connect SoCal 2020 Goals

Goal	Analysis
Connect SoCal Goal 1: Encourage regional economic prosperity and global competitiveness.	**Consistent**: The proposed Project would involve construction of new industrial facilities that would satisfy the needs of large-scale warehouse occupiers and would be competitive with similar warehouse facilities in the local Inland Empire marketplace.
Connect SoCal Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods	**Consistent**: The proposed Project is designed to easily accommodate a wide variety of warehouse and distribution uses accessible to the Southern California supply chain and goods movement network due to its proximity to Interstate 215 (I-215). The Project site is approximately one quarter mile west of I-215. Additionally, State Route 74 (SR-74) is located east of the Project site.
Connect SoCal Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	**Consistent:** The proposed Project would increase travel safety, security, reliability through roadway improvements to Ethanac Road, Trumble Road, and Sherman Road, which include improvements to these roadways through project design features (PDFs) identified in *Section 5.9 -Transportation* of this Draft EIR including installation of curb, gutter, and sidewalks along the Project site frontage.
Connect SoCal Goal 4: Increase person and goods movement and travel choices within the transportation system.	**Consistent:** This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning of the transportation system. The proposed Project would increase movement and travel choices to the Project site through incorporation of PDFs identified in *Section 5.9 – Transportation* of this Draft EIR, including providing access via two driveways along Trumble Road and two driveways along Ethanac Road. The proposed Project would not have an adverse impact on, or otherwise affect, the movement and travel choices within the local and regional transportation system.
Connect SoCal Goal 5: Reduce greenhouse gas emissions and improve air quality.	**Consistent:** The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development would be encouraged through the development of alternative transportation methods (pedestrian sidewalk), green design techniques for buildings, and other energy-reducing techniques. For example, the Project is required to comply with the provisions of the California Building and Energy Efficiency Standards (Title 24 of the California Code of Regulations; CEC 2015) and the California Green Building Standards Code (CALGreen; Part 11 of Title 24). The Project would maximize the protection of the environment and improvement of air quality by coordinating with local transit services to ensure any required transit connections are included within the Project. The building would include some solar panels on the rooftop and a minimum of 6 electric vehicle chargers would be provided at the Project site.

Table 6.0-B, Proposed Project Consistency with the Connect SoCal 2020 Goals

Goal	Analysis
Connect SoCal Goal 6: Support healthy and equitable communities.	**Consistent:** As further detailed *Section 5.7 – Land Use and Planning* of this Draft EIR, the proposed Project would be consistent with the applicable policies from the Healthy Community Element of the City of Perris general Plan and would also comply with the applicable provisions of the City's Good Neighbor Guidelines. Moreover, implementation of the proposed Project would provide local residents with employment opportunities that would help the jobs-poor City.
Connect SoCal Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent:** The proposed Project would support the regional and transportation network as it would be required to payment fair share fees pursuant to Western Riverside County Transportation Uniform Mitigation Fee Program (TUMF) and City of Perris Development Impact Fees (DIF) as identified in *Section 5.9 - Transportation*.
Connect SoCal Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel	**Consistent:** This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning of the transportation system. The proposed Project would not have an adverse impact on or otherwise affect efficient travel. Moreover, as discussed in *Section 5.9 – Transportation*, the proposed Project will incorporate a number of PDFs and would be required to pay fair share fees, which would fund local/and or regional transportation networks to help build systems for efficient travel.
Connect SoCal Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Not Applicable:** This is not a residential Project.
Connect SoCal Goal 10: Promote conservation of natural and agricultural lands and restoration of critical habitats.	**Not Applicable:** The Project site does not support any agricultural lands nor is it within an area that requires restoration of critical habitats.
Source: Goals are identified in RTP/SCS p.9	

The table above identifies that the proposed Project would be consistent with all applicable Connect SoCal 2020 goals. Consistency or inconsistency with SCAG regional goals or policies does not result in physical changes to the environment and, therefore, no significant effects on the environment would occur.

7.0 Other CEQA Topics

The State *CEQA Guidelines* set forth several general content requirements for EIRs. Those applicable to this Project include an evaluation of cumulative impacts (Section 15130), the identification of unavoidable adverse impacts (Section 15126(b)), an evaluation of growth inducing impacts (Section 15126(d)), and the identification of significant irreversible impacts (Section 15126.2(c)). This section addresses each of those general requirements.

7.1 Cumulative Impact Analysis

7.1.1 Introduction

CEQA requires that an EIR examine the cumulative impacts associated with a project, in addition to project-specific impacts. The discussion of cumulative impacts must reflect the severity of the impacts and the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone (State CEQA Guidelines § 15130(b)).

As stated in the State CEQA Guidelines, an EIR "shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable (§ 15130(a)). "Cumulatively considerable" means that "the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects as defined in Section 15130" (§ 15065(c)). Section 15355 of the State CEQA Guidelines states that "cumulative impacts" occur from "…the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

A cumulative impact is not considered significant if the impact can be mitigated to below the level of significance through mitigation, including providing improvements and/or contributing funds through fee-payment programs. The EIR must examine "reasonable options for mitigating or avoiding any significant cumulative effects of a proposed project" (State CEQA Guidelines §§ 15130(a)(3) and 15130(b)(5)).

State CEQA Guidelines Section 15130(b)(1) requires that a discussion of cumulative impacts be based on either a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

Section 15130(d) of the State *CEQA Guidelines* states that, "Previously approved land use documents such as general plans, specific plans, and local coastal plans may be used in cumulative impact analysis. A pertinent discussion of cumulative impacts contained in one or more previously certified EIRs may be incorporated by reference pursuant to the provisions for tiering and program EIRs. No further cumulative impact analysis is required when a project is consistent with a general, specific, master, or comparable programmatic plan where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have been adequately addressed, as defined in Section 15152(f), in a certified EIR for that plan." Additionally, if a cumulative impact was adequately addressed

in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact. (Section 15130(e) of the State *CEQA Guidelines*)

The "summary of projections method" is utilized as the cumulative impact analysis is based on information contained in the City of Perris General Plan and Environmental Impact Report, SCH No. 2004031135 (GP EIR), certified by the City Council in 2004. This document is hereby incorporated by reference. A pertinent discussion of cumulative impacts contained in one or more previously certified EIRs may be incorporated by reference pursuant to the provisions for tiered and program EIRs. No further cumulative impact analysis is required when a project is consistent with a general, specific, master, or comparable programmatic plan where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have been adequately addressed, as defined in section 15152(f), in a certified EIR for that plan." Additionally, if a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact (State CEQA Guidelines § 15130(e)).

In those instances where the "list method" approach is used in the cumulative analysis, the analysis focuses on whether the impacts of the proposed Project are cumulatively considerable within the context of combined impacts caused by other past, present, or future projects. The cumulative impact scenario considers other projects proposed within the Project area that have the potential to contribute to cumulatively considerable impacts. The list of projects considered in this analysis includes development projects provided by the City Perris and surrounding jurisdictions that were evaluated in the Project-specific Traffic Impact Analysis and are shown in **Table 7.0-A, Cumulative Development Projects**. The locations of these cumulative projects in relation to the Project site are shown in **Figure 7.0-1, Cumulative Development Projects.**

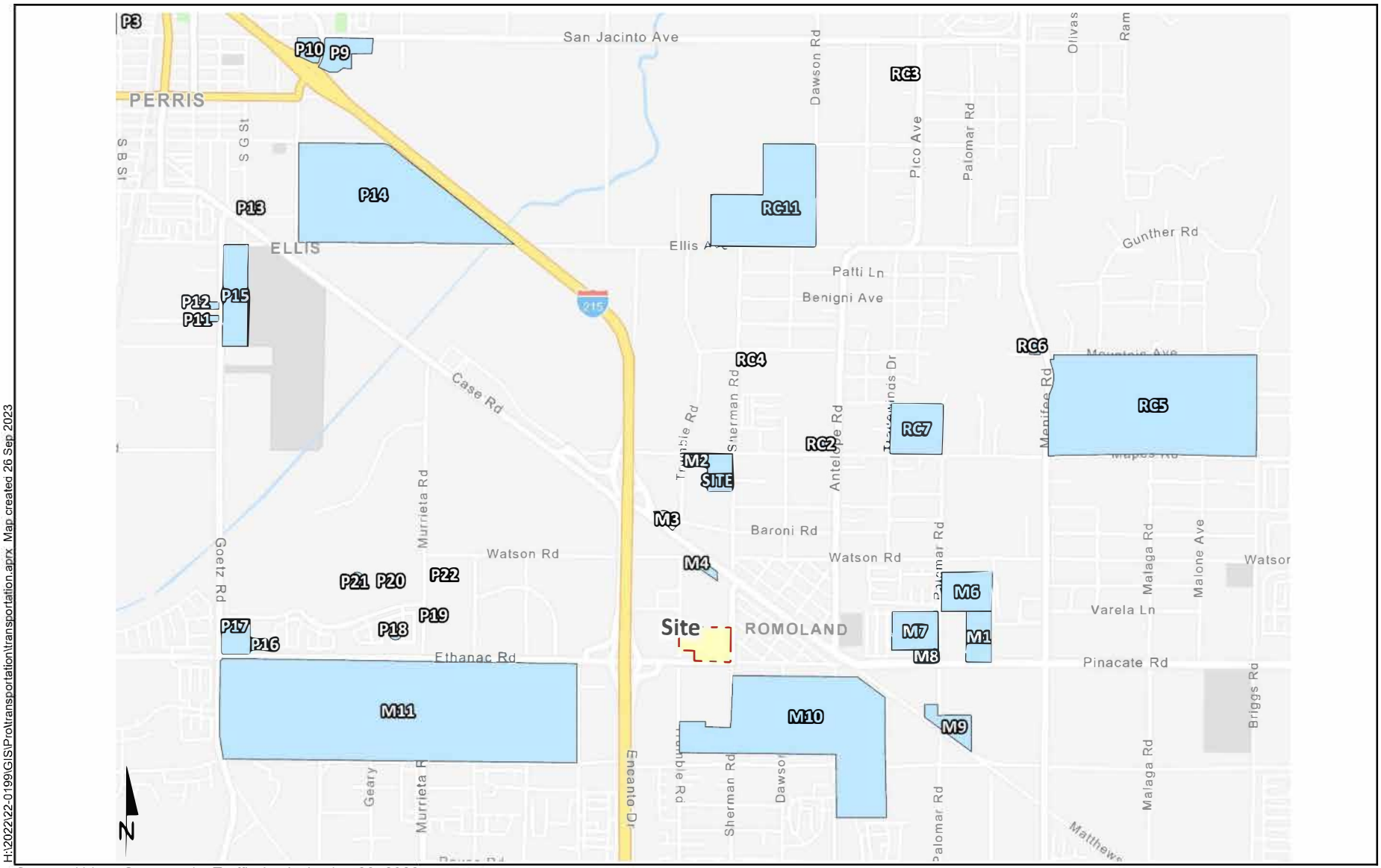
Table 7.0-A, Cumulative Development Projects

No.	Project Name	Land Use	Quantity of Units[1]
City of Menifee			
M1	SP260A2	SP Proposal for APN329-110-003/026/028/014/019 (med and med-high density residential with commercial retails, light industrial and business park	2,025 DU
M2	United Carports Warehouse (DEV2022-009)	Warehouse	58,643 TSF
M3	Trumble Retail (CUP2016-290)	Hotel	108 RM
		Quality Restaurant	5,500 TSF
		Fast-Food w/ Drive-Thru	3,000 TSF
		Gas Station	12 VFP
M4	Paragon Framing (CUP2018-126)	Office/Storage	10,454 TSF
M5	Trumble/Watson Warehouse (DEV2022-019)	Warehouse	327,631 TSF
M6	TR38132 & TR38133 (SPA DEV2021-005)	Single Family Residential	322 DU
M7	MR-27 LLC Rancon (TTM34118)	Multifamily (Low-Rise)	85 DU
M8	Motte Country Plaza (PP2018-300)	Gas Station	12 VFP
M9	Menifee Commerce Center (PP2019-005)	Warehouse	1,461,650 TSF

Table 7.0-A, Cumulative Development Projects

No.	Project Name	Land Use	Quantity of Units[1]
	Menifee Commerce Center II (DEV2022-014)	Warehouse	1,139,478 TSF
	Nova Battery Storage (DEV2022-015)	Redevelopment of IEEC Plant	N/A
	McLaughlin Warehouses (DEV2022-016)	Warehouse	491,467 TSF
M10	Goetz/Ethanac Commercial (PLN21-0319)	Gas Station + Retail	14,290 TSF
	Corsica Business Park (DEV2022-010)	Business Park	276,682 TSF
	Capstone Industrial (PLN21-0370)	Warehouse	700,037 TSF
	Warehouse on Murrieta (DEV2022-017)	Warehouse	554,969 TSF
	Northern Gateway Commerce Center II (PLN21-0281)	High-Cube Warehouse	1,312,601 TSF
	Ethanac/Evans Warehouse (DEV2022-018)	Warehouse	137,896 TSF
	Ethanac Square (MJMOD PLN21-0104)	Gas Station	3,800 TSF
	Ethanac/Barnett Warehouse (PP PLN21-0290)	Warehouse	251,912 TSF
	Wheat Warehouse (DEV2022-012)	Warehouse	87,676 TSF
M11	Sherman & Mapes Warehouse	High-Cube Fulfillment	277,578 TSF
City of Perris			
P1	Perez Indus	Warehouse	2,500 TSF
P2	South Perris Industrial Project (IDI)	High-Cube Warehouse	7,394,048 TSF
P3	Perris Airport Center	High-Cube Warehouse	704,480 TSF
P4	GVSP - Track 37262	Single Family Housing	191 DU
P5	GVSP - Track 37716	Multifamily Housing	97 DU
P6	GVSP - Track 37722	Single Family Housing	116 DU
P7	GVSP - Track 37817	Multifamily Housing	227 DU
P8	GVSP - Track 37818	Single Family Housing	138 DU
P9	GVSP - Track 37818	Multifamily Housing	236 DU
P10	GVSP - Track 37223	Single Family Housing	235 DU
P11	Malbert Cultivation	Cultivation	33,000 TSF
P12	Marijuana Manufacturing	Manufacturing	61,050 TSF
		Truck Trailer Yard	371 Spaces
County of Riverside			
RC1	Ellis/Sherman Warehouses	High-Cube Fulfillment	1,374,688 TSF
		High-Cube Cold Storage	242,592 TSF
RC2	TTM/TR37358	Residential lots	154 DU
RC3	TR36712	Single Family Lots	74 DU
RC4	TTM37728	228 Lot Schedule A Tentative	228 DU
RC5	SP00344/TR35045	Residential with Park/Open	796 DU
RC6	TR31687	Single Family Residential	65 DU

Source: URBAN-F, Table 4-3
Notes:
1. DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions; RM = Room



H:\2022\22-0199\GIS\Pro\transportation\transportation.aprx Map created 26 Sep, 2023

Source: Urban Crossroads, Traffic Analysis, Jun 29, 2023.

Figure 7.0-1 Cumulative Development Projects

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES

7.1.2 Cumulative Analysis Setting

The geographic scope (or cumulative impact area) used for each environmental issue is different depending upon the potential area of effect. For example, the geographic scope for air quality would be the South Coast Air Basin, while the geographic scope for cumulative aesthetics impacts would be the viewshed, and the geographic scope for traffic/circulation would be the roadways in the Project vicinity that could be affected by the cumulative projects.

7.1.3 Air Quality

The cumulative impact for analysis for air quality employs the summary of projections approach because the dispersion of air pollutant emissions is influenced by an area larger than the list of cumulative projects. Utilizing the summary of projections method, due to the defining geographic and meteorological characteristics of the South Coast Air Basin, the cumulative area for air quality impacts is the South Coast Air Basin itself. As previously reflected in **Table 5.1-B** found in *Section 5.1 – Air Quality* of this Draft EIR, the portion of the South Coast Air Basin within which the Project site is located is designated as a non-attainment area for ozone, particulate matter less than 10 microns in diameter (PM_{10}), and and particulate matter less than 2.5 microns in size ($PM_{2.5}$) under State standards and non-attainment for ozone and $PM_{2.5}$ under federal standards.

The South Coast Air Quality Management District (AQMD) considers the thresholds for project-specific impacts and cumulative impacts to be the same. Consequently, projects that exceed project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable. Project emissions within the context of the South Coast AQMD's regional emissions thresholds provide an indicator of potential cumulative impacts within the South Coast Air Basin. Alternatively, individual projects that do not generate operational or construction emissions that exceed the South Coast AQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which South Coast Air Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. As discussed in Section *5.1 – Air Quality* of this Draft EIR, the Project's regional and localized construction-related and operational emissions would not exceed the applicable SCAQMD thresholds.

Thus, the proposed Project's cumulative contribution to air quality impacts would not be considerable. Therefore, the contribution of the Project to cumulative air quality impacts is **not cumulatively considerable**.

7.1.4 Cultural Resources

Utilizing the summary of projections method, the geographic scope for cumulative impacts to cultural resources is defined by the cultural setting and territory of the prehistoric and historic people who occupied the area of southern California in which the City is located. Western Riverside County was part of the territory of the Cahuilla and Luiseño people. Cumulative projects in the Project area and other development in western Riverside County could result in the progressive loss of as-yet unrecorded archaeological resources. This loss, without proper mitigation, would have an adverse cumulative impact.

However, to reduce impacts to cultural resources, cumulative development projects within the City of Perris would be required to comply with the City's standard mitigation measures, as applicable. Hence, cultural resource reports would be required for each individual cumulative development project to assess the potential for significant impacts to these resources and to identify mitigation measures as necessary. Additionally, all cumulative development projects, as well as the proposed Project, would be required to comply with state code in the event of discovery of human remains, which would reduce potential impacts in this regard to less than significant. As identified in *Section 5.2 – Cultural Resources* of this Draft EIR, with implementation of mitigation measures, the proposed Project would have a less than significant impact on cultural resources with the implementation of mitigation measures MM CR-1 and MM CR-2.

Thus, the proposed Project's contribution to cumulative cultural resource impacts is **not cumulatively considerable**.

7.1.5 Energy

Utilizing the summary of projections method, the geographic scope for cumulative impacts to energy is defined by the energy source. For electricity and natural gas, the geographic scope is within the boundaries of the service provider, Southern California Edison (SCE) for electricity and Southern California Gas for natural gas. The energy use includes electricity and natural gas usage as well as transportation-related energy (fuel). Energy impacts are cumulative in nature. SCE's service area encompasses most of central and southern California as well as some coastal areas. Southern California Gas' service area encompasses most of central and southern California.

Energy consumption by new buildings in California is regulated by the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of both residential and non-residential buildings and regulate insulation, glazing, lighting, shading, and water- and space-heating systems. Building efficiency standards are enforced through the local building permit process. The City has adopted building standards consistent with Title 24.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. As discussed in *Section 5.3 – Energy*, and *5.5 – Greenhouse Gas Emissions* of this Draft EIR, some of the current transportation sector policies the Project would comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, 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, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. Residents, employees of, and deliveries to the proposed Project site would utilize these vehicles as they become available. The cumulative development projects are also subject to these same regulations.

The proposed Project would comply with, and in some cases may exceed, Title 24 standards for insulation, glazing, lighting, shading, and water and space-heating systems in all new construction. The Project would also comply with the California Green Building Standards Code (CALGreen), which

implements sustainable construction practices that reduce negative impacts on the environment through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. Through the use of modern energy-efficient construction materials and practices, in addition to compliance with Title 24 standards, the proposed Project would be consistent with the State's energy conservation standards and, therefore, would not conflict with an adopted energy conservation plan.

The analysis presented in *Section 5.3 – Energy*, of this Draft EIR, is cumulative in nature. Thus, if an individual project does not result in wasteful or inefficient energy use, potential cumulative impacts of that project are not cumulatively considerable. As described in the analyses, the Project would not result in the unnecessary, inefficient, or wasteful use of energy resources nor would it conflict with or obstruct a state or local plan for increasing renewable energy or energy efficiency. Additionally, future developments would be subject to the same regulatory requirements as the proposed Project, including compliance with the current Title 24 Building and Energy Efficiency Standards, which would ensure that future development does not result in the wasteful, inefficient, or unnecessary consumption of energy.

Thus, the proposed Project's contribution to cumulative energy impacts is **not cumulatively considerable**.

7.1.6 Geology and Soils

Utilizing the summary of projections method, the geographic scope for cumulative impacts relative to paleontological resources in the City of Perris.

New development could encroach on areas with paleontological resources which could be lost if not monitored properly. Therefore, the Project could contribute to a cumulatively significant impact to paleontological resources. However, all future development would be required to adhere to applicable goals, policies, and implementation measures contained in the Conservation Element of the City of Perris General Plan. Additionally, with implementation of mitigation measures identified in *Section 5.4 – Geology and Soils* of this Draft EIR, the Project would not result in an incremental contribution to this impact.

Thus, the proposed Project's contribution to cumulative geology and soils impacts is **not cumulatively considerable**.

7.1.7 Greenhouse Gas Emissions

Greenhouse gas (GHG) emissions are those gases that contribute to global climate change; therefore, the cumulative impact area for GHG emissions is the earth's atmosphere. Implementation of the proposed Project along with the cumulative development projects would contribute GHG emissions to the atmosphere. While individual projects are unlikely to measurably affect global climate change, each of these projects incrementally contributes toward the potential for global climate change on a cumulative basis, in concert with all other past, present, and probable future projects.

Despite the global nature of GHG impacts, it is important to note that the scope of the City's jurisdictional authority is limited to certain types of emissions generated within the City's physical boundaries. The City's authority does not include the regulation of the majority of actions including, for

example: transportation policy, fuel consumption, and energy generation, which the State has determined are necessary to meet all of Assembly Bill 32's and Senate Bill (SB) 32's GHG reduction goals. Further, some of the GHG emissions associated with the Project and other general development projects can be reduced only by measures to be implemented by other governmental agencies. GHG emissions are clearly significant on a global basis, and when GHG emissions are outside of the Lead Agency's jurisdiction and control, consistent with CEQA Section 21081(a)(2), a project has cumulatively considerable significant and unavoidable GHG impacts if other agencies do not take necessary action. These other agencies can and should adopt requirements to ensure cumulative GHG reductions.

As identified in *Section 5.5 – Greenhouse Gas Emissions* of this Draft EIR, the Project's GHG emissions were estimated and the total GHG emissions resulting from the proposed Project would not exceed the South Coast AQMD's numeric threshold of 10,000 metric tons of carbon dioxide-equivalents ($MTCO_2e$) per year.

Thus, the proposed Project's contribution to cumulative greenhouse gas emissions is **not cumulatively considerable**.

7.1.8 Hydrology/ Water Quality

Utilizing the summary of projections method, the cumulative impact area for hydrology and water quality impacts is the San Jacinto River Watershed and the Eastern Municipal Water Districts (EMWD) service area. The San Jacinto River is the main river of the watershed and originates in the San Jacinto Mountains and flows across the San Jacinto Valley, through the City of Perris, to Railroad Canyon Reservoir, and finally to its terminus in Lake Elsinore. The cumulative water quality discussion include impacts to surface and groundwater quality. The cumulative hydrology discussion includes impacts related to flooding and drainage patterns. Groundwater recharge is discussed separately.

Water Quality

From a cumulative standpoint, further development within the City of Perris would increase impervious surfaces and consequently increase storm water runoff within the San Jacinto River Watershed. These increases in storm water runoff would result in the generation of additional pollution if the surface runoff is untreated. However, future development projects in Riverside County are subject to National Pollutant Discharge Elimination System (NPDES) regulations, which require that effective Best Management Practices be employed during construction and post-construction (in perpetuity) to contain and treat pollutants of concern to the maximum extent practicable prior to entering the storm drain system, local surface waters, and groundwater resources. Because of the federal anti-backsliding provisions of the Clean Water Act, and the State's anti-degradation policy, future iterations of NPDES permits would be at least as stringent as existing regulations.

Each implementing project would be subject to the current NPDES regulations for the protection of water resources, including but not limited to implementation of a construction-phase Storm Water Pollution Prevention Plan and long-term post-construction Water Quality Management Plan. Through implementation of NPDES permit requirements, potential significant adverse impacts related to hydrology and water quality are reduced to less than significant. Thus, the proposed Project's contribution to cumulative stormwater quality impacts is not cumulatively considerable.

Groundwater Supply and Recharge

The geographic context for cumulative impacts regarding groundwater supply and recharge is the service area of the EMWD. Approximately half of the EMWD's current retail water supply is fulfilled by imported water purchased from The Metropolitan Water District of Southern California (MWD) (UWMP, pp. 6-1-6-2). The majority of the groundwater produced by the EMWD comes from its wells in the West San Jacinto and Hemet/San Jacinto areas. As discussed in *Section 5.6 – Hydrology and Water Quality* of this Draft EIR, infiltration of on-site soils is not considered feasible for the Project site. The Project does not include groundwater extraction wells. Domestic water to serve the future development would come from the EMWD and not from local groundwater sources and would not result in cumulative impacts to groundwater recharge.

Hydrology

The geographic context for cumulative impacts regarding hydrology is the boundary of the Riverside County Flood Control and Water Conservation District. The Project site is located within the Romoland Drainage Plan (MDP) area which collects runoff from an area of approximately 11.1 square miles ranging from flat valley terrain to foothills with steep slopes. (MDP, p. 1) The Romoland MDP consists of a system of open channels, underground storm drains and a detention basin. The facilities proposed in this MDP are intended primarily to collect and control storm flows emanating from the Homeland area and local foothills and convey them safely through the lower valley area outletting them into the San Jacinto River. (MDP, p. 2). As discussed in *Section 5.6 – Hydrology and Water Quality*, both on- and off-site flows would be conveyed to City of Perris Line A in Trumble Road, which connects to Romoland MDP Line A-11 in Illinois Avenue, which ultimately connects to MDP Line A; all of which have capacity to meet the needs of the Project.

Each future implementing development project would be conditioned to provide the City with a Drainage Study to describe how the project would not impact downstream infrastructure. Any additional infrastructure or expansions of existing infrastructure that may be required by development of future project-implementing development would be the responsibility of the future applicant(s). Through the implementation of existing regulations to provide sufficient drainage systems, the Project's contribution to surrounding hydrologic functions are not cumulatively considerable.

Thus, the proposed Project's contribution to cumulative hydrology and water quality impacts is **not cumulatively considerable**.

7.1.9 Land Use/Planning

The geographic scope for land use and planning is the City of Perris. As with the proposed Project, all development projects within the City are required to comply with applicable local and regional land use plans and policies. Accordingly, a project with the City cannot be approved that is not consistent with the Perris General Plan 2030, Perris Municipal Code, and in the case of industrial land use projects, the City of Perris Good Neighbor Guidelines, unless amendments, variances, or exceptions are proposed and adopted as part of the project. The Project would amend the General Plan to allow for industrial land uses. The Zone Change would modify regulations governing land use and development in the City and provide consistency with the General Plan land use of Light Industrial. The Project does not propose to modify or revise any of the existing specific plans within the City and as such would not conflict with those local plans. Regarding regional plans, as discussed in *Section 4.0 – Environmental Effects Found Not Significant* of this Draft EIR, the Project is consistent with the MSHCP. As discussed in *Section 6.0 –*

Consistency with Regional Plans of this Draft EIR, the Project is consistent with the Connect SoCal 2020 goals. The Project would also comply with the applicable policies of the City of Perris Good Neighbor Guidelines as outlined in *Section 5.7 – Land Use.* Because the proposed Project would be consistent with and/or supplement adopted plans and regulations governing land use and development in the region, it would not make a considerable contribution to cumulative impacts.

Thus, the proposed Project's contribution to land use and planning impacts is not cumulatively considerable. Therefore, cumulative impacts are **not significant**.

7.1.10 Noise

The geographic scope for construction and operational noise and vibration impacts is the immediate vicinity of the Project site because noise and vibration by definition are a localized phenomenon, which drastically reduces in magnitude as the distance from the source increases. Consequently, only those cumulative projects within the immediate vicinity of the Project would be likely to contribute to cumulative noise and vibration impacts resulting from construction or operation. Mitigation and standard conditions of approval for future implementing projects would ensure no unnecessary temporary noise would impact nearby uses. As identified in *Section 5.8 – Noise* of this Draft EIR, with implementation of mitigation measures, the proposed Project would have a less than significant impact on noise.

Cumulative noise impacts may occur when Project-related vehicular trips are combined with vehicular trips from the cumulative projects. This noise may be perceived by receptors along the study area roadways. Therefore, the geographic scope for cumulative traffic noise are the roadway segments that would be used by Project-related traffic. The cumulative traffic noise condition is the Horizon Year (2045) with Project traffic. **Table 7.0-B, Cumulative Noise with Project Traffic** below, reflects the increase in noise levels between the existing without Project condition and the Horizon Year (2045) with Project condition.

Table 7.0-B, Cumulative Noise with Project Traffic

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				Existing Condition[4]	Year 2024 with Project Traffic	Change	Limit	Exceeded?
1	Trumble Rd.	n/o Ethanac Rd.	Non-Sensitive	63.8	68.1	4.3	n/a	**n/a**
2	Trumble Rd.	s/o Ethanac Rd.	Sensitive	63.7	64.7	1.0	3.0	**No**
3	Sherman Rd.	n/o Ethanac Rd.	Sensitive	65.6	71.6	6.0	1.5	**Yes**
4	Sherman Rd.	s/o Ethanac Rd.	Sensitive	57.1	68.0	10.9	1.5	**Yes**
5	Ethanac Rd.	w/o Trumble Rd.	Non-Sensitive	68.6	76.8	8.2	n/a	**n/a**
6	Ethanac Rd.	e/o Trumble Rd.	Sensitive	68.3	76.3	8.0	1.5	**Yes**

Table 7.0-B, Cumulative Noise with Project Traffic

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				Existing Condition[4]	Year 2024 with Project Traffic	Change	Limit	Exceeded?
7	Ethanac Rd.	w/o Sherman Rd.	Non-Sensitive	68.3	76.3	8.0	n/a	**n/a**
8	Ethanac Rd.	e/o Sherman Rd.	Non-Sensitive	66.2	75.8	9.6	n/a	**n/a**

Source: URBAN-E, Tables 7-1 and 7-6
Notes:
1. Based on a review of existing aerial imagery. Noise sensitive uses are limited to existing residential land uses.
2. The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
3. Does the Project create an incremental noise level increase exceeding the significance criteria as shown in Table 5.8-C, Significance Criteria Summary? The City does not consider noise increases to non-noise-sensitive uses to be significant.
4. Refer to Table 5.8-E, Existing Without Project Noise.

Table 7.0-B above shows that the cumulative increase in traffic noise in the Horizon Year 2024 with the Project would range from 64.7 to 76.8 dBA CNEL, and traffic noise level increases would range from 1.0 to 10.9 dBA CNEL at all roadway segments. Because the City does not consider off noise level increases from off-site Project traffic at non-noise sensitive land uses to be significant, this analysis focuses on the four locations with sensitive land uses, Trumble Rd s/o Ethanac Road (ID 2), Sherman Rd n/o Ethanac Rd (ID 3), Sherman Rd s/o Ethanac Rd (ID 4), and Ethanac Rd e/o Trumble Rd (ID 6).

The cumulative noise increase in the Horizon Year (2045) with Project Traffic at Trumble Rd, s/o Ethanac Road (ID 2) is 1 dBA CNEL. Because this is less than the significance threshold for this location (which is 3 dBA CNEL); there is no cumulative noise impact at this location. Because the cumulative noise increase in the Horizon Year (2045) with Project Traffic at Sherman Rd n/o Ethanac Rd (ID 3), Sherman Rd s/o Ethanac Rd. (ID 4), and Ethanac Rd e/o Trumble Rd (ID 6) exceeds the significance thresholds for these locations, it is necessary to identify the Project's contribution at each location to determine if the Project's contribution is cumulatively considerable.

The Project's contribution to cumulative noise would be the difference between traffic noise generated in Horizon Year (2045) with Project Traffic and Horizon Year (2045) without Project Traffic conditions. If this difference is less than the significance threshold are any of the three locations with cumulative noise impacts, then the noise contribution from Project traffic would not be cumulatively considerable. **Table 7.0-C, Project Contribution to Cumulative Noise**, presents the incremental noise increase associated with Project-generated traffic.

Table 7.0-C, Project Contribution to Cumulative Noise at Sensitive Land Uses

ID	Road	Segment	CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[3]	
			Horizon Year (2024) without Project Traffic[4]	Horizon Year (2024) with Project Traffic[4]	Difference	Limit	Is the Project Contribution Cumulatively Considerable
3	Sherman Rd.	n/o Ethanac Rd.	71.6	71.6	0.0	1.5	**No**
4	Sherman Rd.	s/o Ethanac Rd.	68.0	68.0	0.0	1.5	**No**
6	Ethanac Rd.	e/o Trumble Rd.	76.3	76.3	0.0	1.5	**No**

Source: URBAN-E, Tables 7-6 and 7-9
Notes:
1. The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
2. The City does not consider noise increases to non-noise-sensitive uses to be significant.
3.
4. Does the Project create an incremental noise level increase exceeding the significance criteria (Table 5.8-C)?
5. Refer to Table 5.8-G, Horizon Year (2045) Without Project Noise.

As shown in **Table 7.0-C** above, there is no difference in the noise levels at the sensitive land uses when Project traffic is added to Horizon Year (2024) traffic.

Thus, the proposed Project's contribution to cumulative noise impacts are not cumulatively considerable.

7.1.11 Transportation

Utilizing both the list and summary of projections method, the geographic scope for transportation is the City of Perris. The City is connected regionally by Interstate 215 (I-215) and provides north-south connectivity to surrounding metropolitan areas. The roadway network within the City consists of freeways, expressways, major collectors, and local streets. The roadway network classifications were developed to guide long range transportation planning within the City to balance access and capacity.

CEQA Guidelines Section 15064.3 requires that the determination of significance for transportation impacts be based on vehicle miles traveled (VMT) instead of a congestion metric such as level of service (LOS). The change in the focus of transportation analysis is the result of SB 743, as outlined in *Section 5.9 –Transportation* of this Draft EIR. The VMT Analysis was prepared consistent with the SB 743 guidelines and the City approved Transportation Impact Analysis Guidelines for CEQA (TIA Guidelines).

The Riverside County Model was used to determine the Project generated VMT and projected effect on VMT. The proposed Project site is located within Traffic Analysis Zone (TAZ) 1861. The City's TIA Guidelines sets a Baseline Citywide Average VMT per Employee of 17.1. However, the Project VMT per employee would be 17.6 which exceeds the baseline City average. (URBAN-G, p. 3). Therefore, VMT modeling was conducted and is outlined in *Section 5.9 –Transportation* of this Draft EIR. Even with implementation of mitigation measures **MM TRANS-1** and **MM-TRANS 2,** the Project would result in a

significant and unavoidable VMT impact because it would exceed City's adopted thresholds by approximately 29 and 31 percent in the Base Year (2018) and Future Year (2040). Therefore, the contribution of the Project to cumulative impacts related to VMT would be **cumulatively considerable**.

7.1.12 Tribal Cultural Resources

Utilizing the summary of projections method, the geographic scope for cumulative impacts to tribal cultural resources is defined by the cultural setting and territory of the prehistoric and historic people who occupied the area of southern California in which the City is located. The Project site is situated within Western Riverside County as part of the territory of the Cahuilla and Luiseño people. Cumulative projects within the City of Perris and other development within western Riverside County may result in the progressive loss of as-yet unrecorded archaeological resources. This loss, without proper mitigation, would have an adverse cumulative impact.

However, to reduce impacts to tribal cultural resources, cumulative development projects within the City of Perris would be required to comply with the City's standard mitigation measures, as applicable. Hence, cultural resource reports would be required for each individual cumulative development project to assess the potential for significant impacts to these resources and to identify mitigation measures as necessary. Additionally, all cumulative development projects, as well as the proposed Project, would be required to comply with state code in the event of discovery of human remains, which would reduce potential impacts in this regard to less than significant. As identified in *Section 5.10 – Tribal Cultural Resources* of this Draft EIR, with implementation of mitigation measures, the proposed Project would have a less than significant impact on cultural resources with the implementation of mitigation measures MM CR-1 and MM CR-2.

Thus, the proposed Project's contribution to cumulative tribal cultural resources impacts is **not cumulatively considerable**.

7.1.13 Utility and Service Systems

Utilizing the summary of projections method, the geographic scope for cumulative impacts to utilities and service systems are the service areas of each utility provider as discussed in *Section 5.11 – Utilities and Service Systems* of this Draft EIR. Drainage is discussed in *Section 7.1.8 – Hydrology and Water Quality*, above.

As discussed in these sections, the proposed Project's impacts to utility and service systems would not be significant. All projects within the applicable service areas would be required to comply with applicable policies and development requirements. Therefore, the Project's contribution to cumulative utilities and service systems impacts is **not cumulatively considerable**.

7.2 Significant Unavoidable Adverse Impacts

This topic is intended to address any significant impacts that cannot be mitigated to below a level of significance (State *CEQA Guidelines* Section 15126.2). Specific impacts which cannot be avoided or eliminated if the Project is implemented have been discussed in detail throughout *Section 5.0 - Environmental Analysis* of this Draft EIR. A summary of the areas in which impacts could not be reduced to a level below significance are summarized below.

- **Transportation (VMT)** – Implementation of the Project would result in a significant and unavoidable Project-level and cumulative impact because even with implementation of mitigation measures MM TRANS-1 and MM-TRANS 2, the Project could exceed the City's adopted VMT thresholds by approximately 29 and 31 percent in the Base Year (2018) and Future Year (2040).
- **Transportation (Cumulative)** – Implementation of the Project would result in significant and unavoidable cumulative impacts to VMT because even with implementation of mitigation measures MM TRANS-1 and MM-TRANS-2 the Project's VMT generation could result in significant impacts.

7.3 Growth Inducing Impacts

According to State *CEQA Guidelines* Section 15126.2 (e), a project may foster economic or population growth, or additional housing, either indirectly or directly, in a geographical area if it meets any one of the following criteria:

- A project would remove obstacles to population growth;
- Increases in the population may tax existing community service facilities, causing significant environmental effects; or
- A project would encourage and facilitate other activities that could significantly affect the environment.

7.3.1 Removing Obstacles to Population Growth

The Project would not remove obstacles to population growth or directly contribute to population growth. The proposed Project involves construction and operation of a single high-cube distribution warehouse building in an area that contains similar types of uses. *Section 6.0 – Consistency with Regional Plans* in this Draft EIR, discusses the proposed Project's consistency with Connect SoCal 2020 goals. The analysis concludes that the proposed Project would be consistent with the Connect SoCal 2020 goals.

The Project site is in an area that is surrounded by existing and proposed development for which regional infrastructure has either already been built or has been approved through adopted master plans. Although the Project includes extension of infrastructure and roadway improvements in the immediate Project vicinity to service the Project and expansion of drainage facilities, these improvements have already been planned.

Implementation of the Project may indirectly induce population growth in the short term because it would provide a new source of employment within the City. However, the extent to which the new jobs created by a project are filled by existing residents is a factor that tends to reduce the growth inducing effect of a project. Construction of the proposed Project would create short-term construction jobs which are anticipated to be filled by workers who, for the most part, reside in the Project area. Hence, construction of the proposed Project would not generate a permanent increase in population within the Project area. The workers constructing the Project are also not expected to require additional housing

needs beyond those which are currently available in the City of Perris or the surrounding County areas. Thus, the Project would not remove any obstacles to population growth.

7.3.2 Increases in Population that May Tax Existing Community Services

As identified in the Initial Study found in Appendix A of this Draft EIR, implementation of the proposed Project would result in an estimated 400 new permanent jobs to the City plus temporary construction jobs. As of July 2023, the City had an unemployment rate of 6.5 percent or 2,100 unemployed persons (EDD). Given the nature of the job opportunities and an available labor force, it is expected that any new jobs created by the proposed Project would not result in indirect population growth in the area. In fact, these new employment positions would help fulfill future employment needs created by development of future approved residential uses. Implementation of the proposed Project would help meet this additional demand for jobs, rather than create a need for additional housing. Additionally, because the Project would not increase population, it would not have a significant impact upon public services such as police, fire, and schools, as was also discussed in the Initial Study. Further, the Project would be required to contribute development impact fees which would be used to support these services. Thus, the Project would not increase population such that it may tax existing community services.

7.3.3 Encourage and Facilitate Activities that Significantly Affect the Environment

Given the development planned and projected under the City's General Plan and the General Plans of the surrounding jurisdictions, it is not anticipated that the Project's potential to foster economic growth would lead to development not otherwise anticipated by the buildout of these general plans. Because neither the improvements necessary for development of the site nor the uses proposed by the Project would facilitate growth that has not been anticipated in the project area, no significant growth-inducing effect would occur. Thus, the Project would not encourage and facilitate activities that significantly affect the environment.

7.4 Significant Irreversible Impacts

The intent of this section of this Draft EIR is to discuss significant irreversible environmental changes which would be caused by the proposed Project should it be implemented pursuant to State *CEQA Guidelines* Section 15126.2(d). This section of the State *CEQA Guidelines* identifies, as examples, use of nonrenewable natural resources, primary and secondary impacts such as highway improvements that provide access to previously inaccessible areas, and irreversible damage to the environment resulting from environmental accidents associated with a project.

7.4.1 Irreversible Commitment of Resources

Implementation of the proposed Project would irreversibly commit the 20 acre vacant and underutilized parcel to industrial uses. Although construction and operation of the proposed warehouse at the Project site would contribute to the incremental depletion of renewable and nonrenewable resources, the proposed Project would be consistent with other existing and planned development in the Project vicinity.

Construction of the proposed Project would require the use of renewable resources such as lumber and other forest products, which could be expected to be replenished over the lifetime of the Project because sustainably harvested lumber supplies are increased as seedlings mature into trees. As such, the development of the Project would not result in the irreversible commitment of renewable resources. Nevertheless, there would be an incremental increase in the demand for these resources during construction of the Project.

Construction of the Project would also result in the use of non-renewable resources including building materials (e.g., asphalt, petrochemical construction materials, steel, copper and other metals, and sand and gravel) and fossil fuels, including the use of fossil fuels for construction equipment, the transport of construction materials to the Project site and the transportation of construction workers to and from the Project site (e.g., natural gas, gasoline, diesel fuel and other petroleum-based products). These materials and the resources used in their production are available in a finite supply and are generally not retrievable, although some of the materials are recyclable. Construction materials like concrete and asphalt, for example, can be crushed and recycled as road base. None of these materials are considered to be in short supply and are readily available for use in Project construction.

During Project operation, the Project would result in an irretrievable commitment of nonrenewable resources, such as energy resources and fossil fuels. Energy resources including petroleum and natural gas would be consumed during construction and operational phases of new development. Short-term, or construction-related, energy uses would include electricity for lights and construction equipment, and fossil fuels for construction equipment, and the transport of construction materials and workers to and from the Project site. Long-term energy resources include fuel consumed for the heating and cooling of the building, transportation of people and goods, as well as for lighting and other energy-related needs. Electricity consumption during construction and operation phases would increase the consumption of oil, coal, and natural gas used at power plants located outside the City of Perris. Accordingly, this represents a long-term commitment to the continued consumption of these resources.

As discussed in *Section 5.3 – Energy* of this Draft EIR, natural gas, energy, and fuel consumption would not be a significant impact and the Project would not result in wasteful use of these resources. Further, this is a justified consumption of resources because the proposed Project is consistent with the City's planned use at the site and because there are no unique characteristics of the proposed Project that would make this Project operate less efficiently than other similar developments.

7.4.2 Irreversible Environmental Changes

The intent of this section of this Draft EIR is to discuss primary and secondary impacts of the proposed Project that result in significant irreversible changes in the environment. State *CEQA Guidelines* Section 15126.2(d) identifies, as examples, such things as use of nonrenewable natural resources, irreversible changes in land use, and irreversible damage to the environment resulting from environmental accidents associated with a project.

Development of the Project would require the commitment of approximately 20 acres of vacant land and 12 acres of offsite areas for improvement. Project-related construction activities would entail the commitment of non-renewable and/or slowly renewable energy resources, human resources, and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, and water. An increased commitment of social services and public maintenance services (e.g.,

police, fire, and sewer and water services) would also be required. The energy and social service commitments would be long-term obligations because given the financial and material investments that would be required of the Project applicant and the City, it is unlikely that the Project site would be returned to its original condition once it has been developed. See *Sections 5.3 – Energy, 5.6 – Hydrology and Water Quality,* and *5.11 – Utilities and Service Systems* of this Draft EIR for further details.

7.4.3 Potential Environmental Damage from Accidents

The Project applicant proposes a high-cube distribution warehouse with limited refrigerated storage. Potential impacts related to 1) the creation of a significant hazard to the public or environment through the routine transportation, use, or disposal of hazardous materials; 2) the creation of a significant hazard to the public or environment through reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment; 3) impacts related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or planned school; and 4) safety hazards for people residing or working in the Project area, if within an airport land use plan or within two miles of a private or private-use airport were found to be less than significant without mitigation during preparation of the Initial Study (found in Appendix A of this Draft EIR).

The Project site is located within a seismically active region and would be exposed to ground shaking during a seismic event. In order to address the potential for moderate to severe ground-shaking that may occur during the lifetime of the proposed structures, the Project would follow engineering and design parameters in accordance with the most recent edition of the California Building Code and/or the Structural Engineers Association of California parameters, as required in standard City conditions of approval.

7.5 Consistency with Regional Plans

Section 15125(d) of the State *CEQA Guidelines* also requires an EIR to "to discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans." The regional plans applicable to the proposed Project are: the City of Perris General Plan, the Western Riverside County Multiple Species Habitat Conservation Plan, Connect SoCal 2020, the Regional Water Quality Control Board, and the Air Quality Management Plan. **Table 7.0-D, Draft EIR Locations Where Consistency with Regional Plans Discussed**, identifies the location in which each of these plans is discussed in this DEIR.

Table 7.0-D, Draft EIR Locations Where Consistency with Regional Plans Discussed

Plan	Draft EIR Discussion Location
City of Perris General Plan	Section 5.7 – Land Use
Western Riverside County Multiple Species Habitat Conservation Plan	Section 4.0 – Environmental Effects Found Not to be Significant

Table 7.0-D, Draft EIR Locations Where Consistency with Regional Plans Discussed

Plan	Draft EIR Discussion Location
Connect SoCal 2020	Section 6.0 – Regional Consistency
Regional Water Quality Control Board	Section 5.6 – Hydrology and Water Quality Section 5.11 – Utility and Service Systems (National Pollutant Discharge Elimination System Construction Permit)
Air Quality Management Plan	Section 5.1 – Air Quality

8.0 Alternatives to the Proposed Project

An EIR must identify ways to mitigate or avoid the significant effects that a proposed project may have on the environment. The City, acting as the CEQA Lead Agency, is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. The range of alternatives addressed in an EIR is governed by a "rule of reason," which requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.

Of the alternatives considered, the EIR needs to examine in detail only those that the Lead Agency determines could feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any of the significant effects of the proposed project. Per State *CEQA Guidelines* Section 15364, "feasible" has been defined as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."

The following discussion considers alternatives to implementation of the proposed 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. State *CEQA Guidelines* Section 15126.6 identifies the parameters within which consideration and discussion of alternatives to the proposed Project should occur. As stated in this section of the State *CEQA Guidelines*, alternatives must focus on those that are potentially feasible and which attain most of the basic objectives of the Project.

Section 4.0 – Environmental Effects Found Not Significant of this Draft EIR determined the following environmental topics to be less than significant during the preparation of the Notice of Preparation. Therefore, the following topics are not discussed in the EIR:

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Hazards & Hazardous Materials
- Mineral Resources
- Population & Housing
- Public Service
- Recreation
- Wildfire Hazards

For the purposes of the alternative analysis, since none of these topics were determined to be significant, they are not included in the detailed analysis of the alternatives to compare to the Proposed Project.

8.1 Project Objectives

As stated previously in *Section 3.0 – Project Description* of this Draft EIR, the objectives of the proposed Project are to:

- Develop and operate a logistics center that takes advantage of existing City infrastructure.
- Develop and operate a logistics center that is in close proximity to I-215, to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.
- Positively contribute to the economy of the City through new capital investment, creation of new employment opportunities, and include opportunities for highly trained workers.
- Provide local employment for residents of the City to improve jobs-housing balance within the City.

8.2 Summary of the Project's Significant Unavoidable Impacts

The analysis within *Section 5.0* of this Draft EIR determined that even with implementation of mitigation measures, significant environmental impacts will result from the operation of the proposed Project. To satisfactorily provide the CEQA-mandated alternatives analysis, the alternatives considered must reduce any of the following Project-related significant unavoidable impacts:

- Transportation: Project-Specific and Cumulative Vehicle Miles Traveled (VMT)

8.3 Rationale for Alternative Selection

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. The City, as lead agency, is responsible for selecting a range of Project alternatives for examination, and there is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the "rule of reason" (*CEQA Guidelines* Section 15126.6 (a)). Among the factors that may be considered 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 site. (*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. For this Project, those significant effects are related to transportation (project-specific VMT and cumulative).

The rationale for selecting the alternatives to be evaluated, and a discussion of the "no project" alternative are also required (State *CEQA Guidelines*§ 15126.6(e)). The "no project" alternative in this case, means no development would take place within the site limits. The other alternatives evaluated in

this Draft EIR were selected based on their ability to reduce or avoid transportation (project-specific and cumulative VMT) impacts as well as concerns expressed by the City of Perris Planning commission.

8.4 Alternatives Rejected From Further Consideration

Section 15126.6(c) of the State *CEQA Guidelines* specifies that an EIR should identify alternatives that were considered by the lead agency but were rejected during the scoping process and should 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, as discussed below.

8.4.1 No Project – No Development Scenario

Under the No Project alternative, 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 the No Project scenario, the site would remain in existing conditions and the site would not be developed as proposed or for any other use. The No Project alternative would greatly underutilize the Project site and would not meet any of the Project Objectives. Section 15126.6(f)(1) of the *State CEQA Guidelines* states that among the factors that may be considered when addressing the feasibility of alternatives, are site suitability and economic viability. Although in the short-term this Alternative may be feasible to allow the site to sit unutilized, over the long-term it is expected that the owners of the site would seek some productive use of this property and that the Project site would therefore be developed in some form. The No Project alternative is neither suitable for the site nor economically viable. Thus, since it can be reasonably anticipated that the site would develop in some form given its already entitled condition, the No Project/No Development Alternative was rejected. Therefore, this alternative was not further considered.

8.4.2 Alternative Location

It is required under CEQA that alternative site(s) be evaluated if any feasible sites exist where significant impacts can be lessened. Moving the proposed Project site would generate the same transportation impacts and potentially worsen impacts if the alternative site were to be located further from Interstate-215. The potential for an alternative site was rejected from further consideration because there are no site-specific significant and unavoidable impacts that would be lessened if a different site were selected. The environmental impacts of development on any other site in the City are expected to be similar to those of the proposed Project. Namely, any other physical site location would still result in Project-level and cumulative impacts to Transportation depending on the site's current use. In addition, other sites, depending on their biological, cultural, or paleontological resources may have similar or greater impacts than the Project as well. 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.

8.5 Alternatives under Consideration

This section of the Draft EIR presents the analysis of two 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 each alternative is a discussion of potential impacts to each of the environmental topics evaluated in this Draft EIR. A comparison of alternatives matrix is presented in *Section 8.6 – Comparison of Alternatives* below.

This section of the Draft EIR presents the analysis of two 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. The following development scenarios have been identified as potential alternatives to implementation of the proposed Project and will be analyzed further in this Draft EIR:

- Alternative 1: No Project/Development of Existing Land Use and Zoning Scenario; and
- Alternative 2: Reduced Density and Relocated Truck Parking Alternative Scenario; and
- Alternative 3: Business Park Alternative Scenario.

Following a description of each alternative is a discussion of potential impacts to each of the environmental topics evaluated in this Draft EIR, the ability of that alternative to achieve the Project's objectives, and a discussion of that alternative's feasibility. A comparison of alternatives matrix is presented in *Section 8.6 – Comparison of Alternatives* below.

8.5.1 Alternative 1: No Project/Development of Existing Land Use and Zoning Scenario

Alternative 1 involves the development of the project site under the existing General Plan land use designation of Community Commercial and zoning designation of Commercial Community. Under Alternative 1, the approximately 20-gross-acre site would be developed with commercial uses. Allowable uses under the Commercial Community designation include: Professional offices, department stores, discount stores, furniture/appliance outlet, Home improvement centers, Entertainment centers, sub regional/ regional shopping centers. The General Plan allows a maximum Floor-Area-Ratio of 0.75 to 1. Hence, this Alternative assumes a maximum of 653,400 square feet of Commercial Community; specifically shopping center development since this represents the worst-case land use that could be developed under the existing land use scenario. These uses could potentially result in higher intensity or a more impactful project resulting in impacts to other threshold topics under CEQA greater than that of the proposed Project. **Table 8.0-A, Comparison of Alternative 1 to Proposed Project,** below provides a summary of the differences in land use, building size, employment, and vehicular trips.

Table 8.0-A, Comparison of Alternative 1 to Proposed Project

Component	Proposed Project	Alternative 1	Difference
Type of Development	Logistics Center	Community Commercial	NA
Total Building(s) Size	412,348 sf	653,400 sf	241,052 sf larger
Cold Storage	50,000	N/A	N/A
Office	15,000 sf	N/A	N/A
Projected Employment[1]	400	1,307	907 greater
Trip Generation			
Total Trip Ends/Day	618	19,600	18,982 more total trips
Passenger Cars	*498*	*19,540*	*19,042 more trips*
Trucks (total 2, 3, and 4+ Axle)	*120*	*60*	*60 less trips*

Source: URBAN-H

Notes

1. Employment projections were not available in the City's General Plan EIR, so Riverside County employment generation rates were used. The *Riverside County's General Plan Appendix E-2: Revised Socioeconomic Build-Out Assumptions and Methodology* identifies an employment generation factor for light industrial uses of one employee for each 1,030 square feet of light industrial space. Further, it identifies an employment generation factor for commercial-retail uses of one employee for each 500 square feet of commercial space. The proposed Project was calculated using the Project's proposed warehouse square footage of 412,348 divided by 1,030 square feet. The Alternative was calculated using the assumed commercial square footage of 653,400 divided by 500 square feet.

Evaluation of Alternative 1

Air Quality

As with the proposed Project, development of Alternative 1 would result in short-term construction of the entire Project. It is assumed construction under Alternative 1 would use a similar mix of construction equipment, and therefore short-term construction impacts would be similar to the proposed Project and would not exceed South Coast Air Quality Management District (AQMD) construction thresholds of significance. However, it should be noted that the proposed Project is subject to the City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities, which requires the use of cleaner Tier 4 construction equipment for engines that are 50 horsepower (hp) or greater and as such the emissions of nitrogen oxides (NO_X) may increase compared to the proposed Project since the Good Neighbor Guidelines are not applicable to non-industrial projects. Although construction emissions may increase, they would not exceed AQMD construction thresholds of significance because the Project's emissions estimates in *Section 5.1- Air Quality* of this Draft EIR, are well below the thresholds.

Under this Alternative, the site would have the potential to develop with commercial uses which generate higher vehicular trips per square foot of development. As reflected in **Table 8.0-A** above, this Alternative would generate a total of approximately 19,600 vehicular trips; 18,982 more total trips than the proposed Project. As discussed under the subheading for *Transportation,* below, the trip lengths for employees under Alternative 1 would be similar to the proposed Project. Although the truck-related emissions generated by Alternative 1 would be reduced compared to the proposed Project, the increase in number

of employee-based traffic trips and the amount of customer trips is substantially greater than that of the proposed Project. As such, it is anticipated that the mass daily regional emissions from Alternative 1 would be substantially greater and may have the potential to exceed the South Coast AQMD operational thresholds. Localized operational emissions from development of Alternative 1 would be reduced compared to the proposed Project and would remain below applicable South Coast AQMD significance thresholds. As seen in **Table 8.0-A** above, commercial uses would not generate as much truck traffic as the proposed Project, which would reduce the potential cancer and non-cancer risk from diesel particulate matter exposure to nearby sensitive receptors compared to the proposed Project. While potential health risk impacts resulting from fewer trucks associated with development of Alternative 1 would be reduced compared to the proposed Project and localized operation emissions would remain below the South Coast AQMD significance thresholds, the increase in the total vehicular trips would result in greater mass daily regional emissions and may exceed South Coast AQMD operational thresholds. Thus, air quality impacts would be greater than those of the proposed Project.

Cultural Resources

Alternative 1 would result in construction of the vacant site. Hence, implementation of mitigation measures **MM CR-1** and **MM CR-2** during construction would be required similar to the proposed Project. Like the proposed Project, mitigation would reduce any potentially significant impacts to less than significant levels. Therefore, cultural resource impacts would be similar to those of the proposed Project.

Energy

Under Alternative 1, development of the vacant site would still occur. Hence, consumption of energy would still occur. However, Alternative 1 would develop the Project site as a Community Commercial land use which would result in an increase of vehicle trips in comparison to the proposed Project, as reflected in **Table 8.0-A**, above, and typically results in more building energy usage per square foot of development. For example, the total electricity usage per unit per year for non-refrigerated warehouse space, refrigerated warehouse space, and a shopping center is 4,602 kilowatt-hours (KWh), 21,870 kWh, and 9,758 kWh, respectively (CalEEMod User's Guide Version 2022.1, Appendix G). Given the increase in building size in Alternative 1 and the increased electricity usage per square foot of commercial space, the electricity usage from Alternative 1 would be greater than the proposed Project. Therefore, the amount of vehicle and building-related energy usage would be greater than the proposed Project. In addition, this Alternative would not be required to provide solar panels to provide energy to portions of the building(s) as required by the City of Perris Good Neighbor Guidelines for industrial uses.

Geology and Soils

Alternative 1 would still result in construction of the vacant site. Hence, implementation of mitigation measures **MM GEO-1** and **MM GEO-2** during construction would still be required similar to the proposed Project. Like the proposed Project, mitigation would reduce any potentially significant impacts to less than significant levels. Therefore, paleontological resource impacts would be similar to those of the proposed Project.

Greenhouse Gas Emissions

Development of Alternative 1 would result in the same disturbance area (site footprint) as the proposed Project. Thus, the one-time construction-related greenhouse gas (GHG) emissions from Alternative 1 would be similar to the Project. Total GHG emissions from Alternative 1 would be greater than the proposed Project because there are more traffic trips ends from commercial uses, as reflected in **Table**

8.0-A, above. As discussed under the subheading for *Transportation*, below, the trip lengths for employees under Alternative 1 would be similar to the proposed Project. Although the truck-related emissions generated by Alternative 1 would be reduced compared to the proposed Project, the increase in number of employee-based traffic trips and the amount of customer trips would be substantially greater than that of the proposed Project. As such, it is anticipated that the GHG emissions from Alternative 1 would be greater than the proposed Project. Furthermore, the numeric GHG threshold for non-industrial uses is much lower (3,000 metric tons of carbon dioxide per year ($MTCO_2e$) compared to 10,000 $MTCO_2e$ for industrial uses). Thus, total GHG emissions from Alternative 1 are expected to exceed the South Coast AQMD recommended threshold for commercial uses. Alternative 1 would also comply with all present and future regulatory measures developed in accordance with SB 32 and the 2022 Scoping Plan. Therefore, GHG emissions impacts would be greater than those of the proposed Project.

Hydrology

Alternative 1 would result in construction of the vacant site. Under Alternative 1, hydrologic conditions would be altered and improved to City standards similar to that of the proposed Project. Implementation of Alternative 1 would also contribute to the construction of regional drainage infrastructure to alleviate flooding conditions within the vicinity, similar to the proposed Project. Therefore, hydrology and water quality impacts would be similar to those of the proposed Project.

Land Use

Alternative 1 would result in construction of the vacant site. However, Alternative 1 would be consistent with the General Plan land use designation as well as the City's zoning designation and be developed consistent with the goals and policies of the City of Perris General Plan. Therefore, land use and planning impacts would be similar to the proposed Project.

Noise

Alternative 1 would result in construction of the vacant site. Hence, short-term construction noise would remain similar to that of the proposed Project. Ambient noise levels are anticipated to remain similar to the proposed Project. However, as discussed under the subheading for *Transportation* below, this Alternative would result in 18,968 more total vehicular trips than the proposed Project. As vehicular trips contribute to roadway noise, it can be concluded that because this Alternative would result in substantially more vehicular trips, it would result in a substantial increase in roadway noise. As roadway noise is a primary cause related to an increase in permanent noise levels, it can be concluded that this Alternative would result in greater noise impacts that the proposed Project. Therefore, noise impacts would be greater than those of the proposed Project.

Transportation

Under this Alternative, the site would have the potential to develop with commercial uses which generate a higher number of vehicular trips. As reflected in **Table 8.0-A** above, this Alternative would generate a total of 19,600 vehicular trips; 18,982 more total trips than the proposed Project. VMT measures the total distance traveled by vehicles over a period of time within a geographic area and is modeled to estimate how much driving is expected based on land use and transportation infrastructure. To result in fewer VMT impacts, this Alternative would need to either meet VMT screening criteria to be considered a low VMT area or produce impacts less than that of the proposed Project demonstrated through a VMT Analysis. Per City of Perris Transportation Impact Analysis Guidelines for CEQA, this Alternative would be considered a local serving land use. Hence, this Alternative would meet the City's VMT screening criteria. As such, this Alternative would result in less than significant VMT impacts. Hence, while

development of the site as commercial use would result in higher traffic volumes to and from the site, impacts related to VMT would be less than the proposed Project. Therefore, impacts related to transportation would be considered less than that of the proposed Project.

Tribal Cultural Resources

Alternative 1 would result in construction of the vacant site. Thus, implementation of mitigation measures **MM CR-1** and **MM CR-2** during construction would still be required similar to the proposed Project. Like the proposed Project, mitigation would reduce any potentially significant impacts to less than significant levels. Therefore, tribal cultural resource impacts would be similar to those of the proposed Project.

Utility and Service Systems

Alternative 1 would result in construction of the vacant site. Under Alternative 1, sewer and recycled water service would still be required and constructed in accordance with City standards similar to the proposed Project. Additionally, Alternative 1 would contribute to the construction of infrastructure in the Project vicinity similar to the proposed Project. Therefore, utility and service system impacts would be similar to those of the proposed Project.

Relationship of Alternative 1 to Project Objectives

Alternative 1 assumes that the site would develop as a commercial land use. As such, the proposed warehouse and the projected number of employment opportunities would not be realized. An analysis of whether Alternative 1 meets each Project Objectives is provided in **Table 8.0-B, Alternative 1: No Project/Development of Existing Land Use and Zoning Project Objectives Comparison** below.

Table 8.0-B, Alternative 1: No Project/Development of Existing Land Use and Zoning Project Objectives Comparison

Project Objective	Alternative Meets Objective?
Develop and operate a logistics center that takes advantage of existing City infrastructure.	**No.** Alternative 1 would not develop and operate a warehouse.
Develop and operate a logistics center that is in close proximity to I-215, to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.	**No.** Alternative 1 would not develop and operate a warehouse. Thus this Alternative would not support the distribution of goods throughout the region and benefit from the site's proximity to I-215.
Positively contribute to the economy of the City through new capital investment, creation of new employment opportunities, and include opportunities for highly trained workers.	**Yes.** Alternative 1 would contribute to the economy of the City by providing new jobs to the area, and by offering new opportunities for commercial stores to move to the city.
Provide local employment for residents of the City to improve jobs-housing balance within the City.	**Yes.** Alternative 1 would provide new employment opportunities for the residents of the City.

Alternative 1 Conclusion

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. Currently, the Project site is vacant and located along I-215 which would allow for the ease of movement along a major transportation network. This Alternative would be considered a local serving land use and

would meet City of Perris Transportation Impact Analysis Guidelines VMT screening criteria. As such, this Alternative would result in less than significant transportation impacts as they relate to VMT. While the location may be appropriate for commercial uses and development of this Alternative would reduce the number of truck trips associated with the proposed Project , this Alternative would result in a higher number of passenger trips; that is, this Alternative would result in a substantially higher overall number of vehicular trips because commercial land uses utilize a higher trip generation factor than warehouse uses. As a result, the higher traffic volumes would result in increased impacts related to Air Quality, Greenhouse Gas Emissions, and Noise. As a result of increased passenger vehicle traffic, an increased demand for public services, recreation, and utilities and service systems may also result. As the existing land use and zoning designation would not place constraints upon future commercial development, there is no guarantee a future development project under this Alternative would result in fewer impacts than the proposed Project. As such, Alternative 1 would result in greater impacts than the proposed Project. Additionally, Alternative 1 only meets 2 of the 4 Project's Objectives.

8.5.2 Alternative 2: Reduced Project Size/Relocated Truck Parking

With the intent of further reducing potential environmental impacts from the proposed Project, the City has considered a reduced size option in Alternative 2. This Alternative would also provide all truck parking along the northern site boundary. In this case, the proposed warehouse building would be reduced by 25 percent overall, providing a reduced building size of approximately 309,261 square feet. This results in a development totaling 103,087 square feet less development than that of the proposed Project. Alternative 2 would consist of 260,511 square feet of warehouse space (86,837 square feet less than proposed Project), 37,500 square feet cold storage space (12,500 square feet less than proposed Project), and 11,250 square feet of office space (3,750 square feet less than proposed Project). It is assumed there would be a corresponding decrease in the number of dock doors, trailer parking stalls, automobile parking stalls, and ADA–compliant parking stalls. **Table 8.0-C, Comparison of Alternative 2 to Proposed Project,** below provides a summary of the differences in land use, building size, employment, and vehicular trips.

Table 8.0-C, Comparison of Alternative 2 to Proposed Project

Component	Proposed Project	Alternative 2	Difference
Type of Development	Logistics Center	Logistics Center	NA
Total Building(s) Size	412,348 sf	260,511 sf	103,087 sf less
Cold Storage	50,000 sf	37,500 sf	12,500 sf less
Office	15,000 sf	11,250 sf	3,750 sf less
Projected Employment[1]	400	253	147 less
Trip Generation			
Total Trip Ends/Day	618	464	154 less total trips
Passenger Cars	*498*	*374*	*124 less trips*

Trucks (total 2, 3, and 4+ Axle)	*120*	*90*	*30 less trips*

Source: URBAN-H

Notes

1. Employment projections were not available in the City's General Plan EIR, so Riverside County employment generation rates were used. The *Riverside County's General Plan Appendix E-2: Revised Socioeconomic Build-Out Assumptions and Methodology* identifies an employment generation factor for light industrial uses of one employee for each 1,030 square feet of light industrial space. The proposed Project was calculated using the Project's proposed warehouse square footage of 412,348 divided by 1,030 square feet. The Alternative was calculated using the assumed commercial square footage of 260,511 divided by 1,030 square feet.

Evaluation of Alternative 2

Air Quality

Alternative 2 would develop approximately 25 percent less building square footage and it is assumed to reduce car and truck traffic by approximately 25 percent, which in turn reduces air quality emissions by a similar amount. Daily air quality impacts related to construction would be similar to the proposed Project and will not exceed South Coast AQMD thresholds because the daily construction activity would be similar and the same site acreage would be disturbed on a daily basis.

The long-term air quality impacts resulting from mobile sources would be reduced due to the reduction of building size and localized emissions of criteria pollutants would decrease due to the decrease in total truck trips accessing the site. Additionally, health risks associated with diesel exhaust would be reduced compared to the proposed Project because the number of daily truck trips would decrease as a result of building size, thus decreasing emissions of toxic air contaminants. This impact would be less than that of the proposed Project and remain below South Coast AQMD thresholds. Operational emissions would also be reduced by approximately 25 percent under Alternative 2 and would not exceed South Coast AQMD thresholds. Therefore, air quality impacts would be less than those of the proposed Project.

Cultural Resources

Alternative 2 would result in construction of the vacant site. Hence, Alternative 2 would still require implementation of mitigation measures **MM CR-1** and **MM CR-2** during construction similar to the proposed Project. Like the proposed Project, this mitigation would reduce any potentially significant impacts to less than significant levels. Therefore, cultural resource impacts would be similar to those of the proposed Project.

Energy

Under Alternative 2, development of the vacant site would still occur. As such, consumption of energy would still occur similar to the proposed Project. However, since Alternative 2 would be a reduction in size compared to the proposed Project, the amount of vehicle/equipment use and building-related energy usage would be less than the proposed Project. Therefore, energy impacts would be less than those of the proposed Project. However, because the warehouse building would be less than 400,000 square feet, it would not be required to provide solar panels to provide 100percent of the energy demand for the office space as required by the City of Perris Good Neighbor Guidelines.

Geology and Soils

Alternative 2 would result in construction of the vacant site. Hence, implementation of mitigation measures **MM GEO-1** and **MM GEO-2** during construction would still be required similar to the proposed Project. Like the proposed Project, mitigation would reduce any potentially significant impacts

to less than significant levels. Therefore, paleontological resource impacts would be similar to those of the proposed Project.

Greenhouse Gas Emissions

Development of Alternative 2 would result in essentially the same disturbance area (site footprint) as the proposed Project but less building space. Thus, the one-time construction-related GHG emissions from Alternative 2 would be slightly less than the Project. Alternative 2 would also comply with all present and future regulatory measures developed in accordance with SB 32 and the 2022 Scoping Plan. Alternative 2 would result in approximately 25 percent fewer trip ends than the proposed Project. Total operational GHG emissions would also be reduced by approximately 25 percent under Alternative 2 and, like the proposed Project, would not exceed the South Coast AQMD 10,000 $MTCO_2e$/yr threshold of significance for industrial projects. Therefore, GHG emission impacts associated with Alternative 2 would be less than those of the proposed Project.

Hydrology

Alternative 2 would result in construction of the vacant site. Under Alternative 2 hydrologic conditions would still be altered and still be required to be improved to City standards, similar to the proposed Project. Further, Alternative 2 would still contribute to the construction of regional drainage infrastructure to alleviate flooding conditions in the Project vicinity similar to that of the proposed Project. Therefore, hydrology and water quality impacts would be similar to those of the proposed Project.

Land Use

Alternative 2 would result in construction of the vacant site. Additionally, Alternative 2 would still require a General Plan Amendment a Change of Zone, and consistency analysis with General Plan policies similar to that of the proposed Project. Therefore, land use and planning impacts would be similar to those of the proposed Project.

Noise

Alternative 2 would result in construction of the vacant site so short-term construction noise would remain similar to that of the proposed Project. As discussed under the subheading *Transportation* below and reflected in **Table 8.0-C** above, this Alternative would result in 154 less total vehicular trips than the proposed Project and specifically 30 fewer truck trips. As vehicular trips contribute to roadway noise, it can be concluded that because this Alternative would result in fewer vehicular trips, it would result in less roadway noise. With implementation of mitigation measure **MM NOISE-1**, the proposed Project would result in less than significant impacts to noise as cold storage loading and unloading activities would be restricted to the western side of the Project site where there are no sensitive receptors. The Project's preliminary design features comply with City of Perris Good Neighbor Guidelines to ensure impacts to sensitive receptors are minimized. This Alternative would also be required to comply with the Perris Good Neighbor Guidelines so this Alternative's relocation of truck parking would result in impacts similar to the proposed Project, However, as roadway noise is a primary cause related to an increase in permanent noise levels, it can be concluded that this Alternative would result in less noise impacts than the proposed Project since it would result in 25 percent fewer vehicular trips. Therefore, noise impacts would be less than those of the proposed Project.

Transportation

As reflected in **Table 8.0-C** above, development of Alternative 2 would result in approximately 25 percent fewer trips than the proposed Project resulting in a total of 464 vehicular trips; 154 less total trips than the proposed Project. Trip distribution under Alternative 2 would be similar to that of the

proposed Project. The proposed Project would result in approximately 618 average daily trips (ADT). Under the City's VMT Guidelines, this Alternative would need to result in fewer than 500 average daily trips to screen out of VMT and be considered to have a less than significant impact to VMT. Under Alternative 2, the number of trips would be reduced to approximately 464 ADT. Hence, Alternative 2 would result in a less than significant impact as it relates to VMT. As such, this Alternative would eliminate the one significant and unavoidable impact of the proposed Project.

Tribal Cultural Resources

Alternative 2 would result in construction of the vacant site. Thus, implementation of mitigation measures **MM CR-1** and **MM CR-2** during construction would still be required similar to the proposed Project. Like the proposed Project, mitigation would reduce any potentially significant impacts to less than significant levels. Therefore, tribal cultural resource impacts would be similar to that of the proposed Project.

Utility and Service Systems

Alternative 2 would result in construction of the vacant site. Under Alternative 2, sewer and recycled water service would still be required and constructed in accordance with City standards similar to the proposed Project. Additionally, Alternative 2 would contribute to the construction of infrastructure in the Project vicinity similar to the proposed Project. Therefore, utility and service system impacts would be similar to those of the proposed Project.

Relationship of Alternative 2 to Project Objectives

The Reduced Project Size Alternative would develop the site as a smaller logistics center by reducing building floor area by approximately 25 percent resulting in 309,261 square feet of light industrial development. The proposed warehouse and offices would be smaller and still realize the street improvements and water quality treatment. However, Alternative 2 would eliminate the one significant and unavoidable impact of the proposed Project. An analysis of whether Alternative 2 meets each Project objective is provided in **Table 7.0-D, Alternative 2 (Reduced Project Size/Relocated Truck Parking) Project Objectives Comparison**.

Table 8.0-D, Alternative 2 (Reduced Project Size/Relocated Truck Parking) Project Objectives Comparison

Project Objective	Alternative Meets Objective?
Develop and operate a logistics center that takes advantage of existing City infrastructure.	**Yes.** Alternative 2 would develop and operate warehouse buildings that would use existing City infrastructure.
Develop and operate a logistics center that is in close proximity to I-215, to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.	**Yes.** Alternative 2 would develop and operate warehouse buildings in proximity to March Inland Port and area freeways that limit truck traffic in residential areas.
Positively contribute to the economy of the City through new capital investment, creation of new employment opportunities, and including opportunities for highly trained workers.	**Yes, but to a lesser degree**. Alternative 2 would positively contribute to the economy through the construction of new buildings and creation of new employment opportunities. Thus, although Alternative 2 satisfies this objective, it does so to a lesser degree than the proposed Project because it is smaller.
Provide local employment for residents of the City to improve jobs-housing balance within the City.	**Yes, but to a lesser degree.** Alternative 2 would also result in construction of a warehouse; however, it would not provide as many jobs as the proposed Project because development would be reduced by approximately 25 percent.

Alternative 2 Conclusion

Alternative 2 (Reduced Project Size) would reduce development of the Project site by 25 percent in comparison to the proposed Project site. This Alternative would eliminate the one significant and unavoidable impact of the proposed Project. Although Alternative 2 meets all the Project Objectives, these objectives are met to a lesser degree than the proposed Project and it reduces site coverage by 25 percent. Therefore, Alternative 2 meets all of the Project Objectives and has the potential to result in reduced impacts to CEQA topics when compared to the proposed Project.

8.5.3 Alternative 3: Business Park Alternative Scenario

Alternative 3 would result in development of the Project site as a Business Park. While the Project's proposed Light Industrial land use designation allows for manufacturing, research, warehousing/ distributing, assembly of non-hazardous products and materials, and retail related to manufacturing uses, the Business Park land use designation allows for business/professional offices, light manufacturing, storage, warehousing/distribution, wholesaling, large-scale warehouse retail, automobile dealerships, service commercial, and public land uses. Alternative 3 would require entitlement applications similar to that of the proposed Project including a General Plan Amendment to change the land use designation from Community Commercial to Business Park, a Change of Zone to change the zoning designation from Community Commercial to Business Park, a Development Plan Review to reflect proposed development and may also include a subdivision. Like the proposed Project, Business Park land uses are classified under the General Plan's Industrial category and allow for a maximum Floor-to-Area ratio (FAR) of 0.75 to 1. Hence, this Alternative assumes a maximum of 653,400 square

feet of Business Park development. Thus, Alternative 3 assumes maximum FAR buildout of the site. The intent of Alternative 3 would be to develop the site as a business park with business/professional offices. **Table 8.0-E, Comparison of Alternative 3 to Proposed Project,** below provides a summary of the differences in land use, building size, employment, and vehicular trips.

Table 8.0-E, Comparison of Alternative 3 to Proposed Project

Component	Proposed Project	Alternative 3	Difference
Type of Development	Logistics Center	Business Park	NA
Total Building(s) Size	412,348 sf	653,400 sf	241,052 sf larger
Cold Storage	50,000 sf	N/A	N/A
Office	15,000 sf	N/A	N/A
Projected Employment[1]	400	2,178	1,778 greater
Trip Generation			
Total Trip Ends/Day	618	8,130	7,512 more total trips
Passenger Cars	*498*	*6,756*	*6,258 more trips*
Trucks (total 2, 3, and 4+ Axle)	*120*	*1,374*	*1,254 more trips*

Source: URBAN-H

Notes

1. Employment projections were not available in the City's General Plan EIR, so Riverside County employment generation rates were used. The *Riverside County's General Plan Appendix E-2: Revised Socioeconomic Build-Out Assumptions and Methodology* identifies an employment generation factor for light industrial uses of one employee for each 1,030 square feet of light industrial space. Further, it identifies an employment generation factor for commercial-retail uses of one employee for each 600 square feet of business park space. The proposed Project was calculated using the Project's proposed warehouse square footage of 412,348 divided by 1,030 square feet. The Alternative was calculated using the assumed business square footage of 653,400 divided by a more conservative 300 square feet to account for worst-case employees.

Evaluation of Alternative 3

Air Quality

Development of Alternative 3 would result in short-term construction of the entire Project. It is assumed construction under Alternative 1 would use a similar mix of construction equipment, and therefore short-term construction impacts would be similar to the proposed Project and would not exceed South Coast AQMD construction thresholds of significance. However, it should be noted that the proposed Project would be subject to the City Perris Good Neighbor Guidelines, which requires the use of cleaner Tier 4 construction equipment for engines that are 50 hp or greater and, as such, the emissions of NO_X may increase compared to the proposed Project since the Good Neighbor Guidelines are not applicable to non-industrial projects. Although construction emissions may increase, they would not exceed South Coast AQMD construction thresholds of significance because the Project's emissions estimates in *Section 5.1* of this Draft EIR are well below the thresholds. Under Alternative 3, the site would have the potential to develop with business park uses which generates more traffic to and from the site. As reflected in **Table 8.0-E** above, this Alternative would generate a total of 8,130 vehicular trips; 7,512

more total trips than the proposed Project. As such, it is anticipated that the mass daily regional emissions from Alternative 3 would be substantially greater than the proposed Project and may have the potential to exceed the South Coast AQMD operational thresholds of significance. Localized operational emissions from development of Alternative 3 would be greater than the proposed Project due to the increase in on-site truck activity and may exceed applicable AQMD significance thresholds. Diesel exhaust exposure to nearby sensitive receptors would also increase because Alternative 3 would generate more truck trips compared to the proposed Project and may exceed AQMD health risk thresholds. Therefore, Alternative 3 air quality impacts would be greater than the proposed Project.

Cultural Resources

Alternative 3 would result in construction of the vacant site. Hence, implementation of mitigation measures **MM CR-1** and **MM CR-2** during construction would be required similar to the proposed Project. Like the proposed Project, mitigation would reduce any potentially significant impacts to less than significant levels. Therefore, cultural resource impacts would be similar to those of the proposed Project.

Energy

Alternative 3 would still result in construction of the vacant site. Hence, consumption of energy during short-term construction would still occur similar to the proposed Project. Alternative 3 generates more vehicular trips, as reflected in **Table 8.0-E** above, and results in more building energy usage to that of the proposed Project because the vehicle trip generation rate is higher and the building size is substantially increased. Therefore, energy impacts would be greater than that of the proposed Project. In addition, this Alternative would not be required to provide solar panels to provide 100 percent of the energy demand for the office areas of the building(s) as required by the City of Perris Good Neighbor Guidelines for industrial uses.

Geology and Soils

Alternative 3 would result in construction of the vacant site. Hence, implementation of mitigation measures **MM GEO-1** and **MM GEO-2** during construction would still be required similar to the proposed Project. Like the proposed Project, mitigation would reduce any potentially significant impacts to less than significant levels. Therefore, paleontological resource impacts would be similar to that of the proposed Project.

Greenhouse Gas Emissions

Development of Alternative 3 would result in the same disturbance area (site footprint) as the proposed Project. Thus, the one-time construction-related GHG emissions from Alternative 3 were assumed to be the same as the Project. Alternative 3 would also comply with all present and future regulatory measures developed in accordance with SB 32 and the 2022 Scoping Plan. Under Alternative 3, the site generates more traffic trips to and from the site. As reflected in **Table 8.0-E** above, this Alternative would generate a total of 8,130 vehicular trips; 7,512 more total trips than the proposed Project. Alternative 3 also generates more truck trips. As such, it is anticipated that the GHG emissions from Alternative 3 would be greater than the proposed Project. Furthermore, the numeric GHG threshold for non-industrial uses would apply to business park development and is much lower (3,000 $MTCO_2e$) compared to 10,000 $MTCO_2e$ for industrial uses). Thus, total GHG emissions from Alternative 3 are expected to exceed the South Coast AQMD recommended threshold for non-industrial uses. Therefore, GHG emission impacts would be greater than the proposed Project.

Hydrology

Alternative 3 would result in construction of the vacant site. Under Alternative 3, hydrologic conditions would still be altered and still be required to be improved in accordance with City standards, similar to the proposed Project. Further, Alternative 3 would still contribute to the construction of regional drainage infrastructure to alleviate flooding conditions in the Project vicinity similar to that of the proposed Project. Therefore, hydrology and water quality impacts would be similar to those of the proposed Project.

Land Use

Alternative 3 would result in construction of the vacant site. Additionally, Alternative 2 would still require a General Plan Amendment, Change of Zone, and consistency analysis with General Plan policies similar to that of the proposed Project. Therefore, land use and planning impacts would be similar to those of the proposed Project.

Noise

Alternative 3 would result in construction of the vacant site. Hence, short-term construction noise would remain similar to that of the proposed Project. Ambient noise levels are anticipated to remain similar to the proposed Project. As discussed under subheading *Transportation* below and as reflected in **Table 8.0-E** above, this Alternative would result in 7,512 more total vehicular trips than the proposed Project. Further, this Alternative would result in 1,284 more truck trips than the proposed Project. As vehicular trips contribute to roadway noise, it can be concluded that because this Alternative would result in more vehicular trips, it would result in an increase in roadway noise. As roadway noise is a primary cause related to an increase in permanent noise levels, it can be concluded that this Alternative would result in greater noise impacts that the proposed Project. Hence, operational traffic noise levels would be greater than the proposed Project. Therefore, noise impacts would be greater than that of the proposed Project.

Transportation

Under this Alternative, the site would have the potential to develop with business park uses. As reflected in **Table 8.0-E** above, this Alternative would generate a total of 8,130 vehicular trips; 7,512 more total trips than the proposed Project. VMT measures the total distance traveled by vehicles over a period of time within a geographic area and is modeled to estimate how much driving is expected based on land use and transportation infrastructure. To result in fewer VMT impacts, this Alternative would need to either meet VMT screening criteria to be considered a low VMT area or produce impacts less than that of the proposed Project demonstrated through a VMT Analysis. Like the Project, this Alternative does not reside within a low VMT generating zone. As is also reflected in **Table 8.0-E** above, this Alternative would generate 1,778 more employees than the proposed Project which would result in a similar TAZ rate to the proposed Project of 17.7 VMT per employee which is over the City baseline of 17.1. This Alternative could also include mitigation measures similar to that of the proposed Project to reduce these impacts. However, similar to the proposed Project, this mitigation would be largely dependent on employer/tenant participation so any VMT reduction effectiveness could not be guaranteed. As such, this Alternative would also result in a significant VMT impacts. Therefore, impacts related to transportation would be considered greater to that of the proposed Project.

Tribal Cultural Resources

Alternative 3 would result in construction of the vacant site. Thus, implementation of mitigation measures **MM CR-1** and **MM CR-2** during construction would still be required similar to the proposed Project. Like the proposed Project, mitigation would reduce any potentially significant impacts to less than

significant levels. Therefore, tribal cultural resource impacts would be similar to those of the proposed Project.

Utility and Service Systems

Alternative 3 would result in construction of the vacant site. Under Alternative 3, sewer and recycled water service would still be required and constructed in accordance with City standards similar to the proposed Project. Additionally, Alternative 3 would contribute to the construction of infrastructure within the vicinity similar to the proposed Project. Therefore, utility and service system impacts would be similar to those of the proposed Project.

Relationship of Alternative 3 to Project Objectives

Alternative 3 assumes that the site would be developed with Business Park land uses. An analysis to determine Alternative 3's ability to meet each Project objective is provided in **Table 8.0-F, Alternative 3: Business Park Alternative Scenario Project Objectives Comparison.** below.

Table 8.0-F, Alternative 3: Business Park Alternative Scenario Project Objectives Comparison

Project Objective	Alternative Meets Objective?
Develop and operate a logistics center that takes advantage of existing City infrastructure.	**No.** Alternative 3 would change the land use and zoning designation to Business Park (BP). By its nature, the BP designation allows for warehouse/distribution uses similar to the proposed Project. However, the intent of this Alternative would be to develop the site with business/professional office uses allowable under the BP designation. While Alternative 3 would take advantage of any existing infrastructure, it would not include development of a logistics center and, therefore, not meet this objective.
Develop and operate a logistics center that is in close proximity to I-215, to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.	**No.** Alternative 3 would change the land use and zoning designation to Business Park (BP) but develop the site as business/professional offices. While Alternative 3 would take advantage of access to I-215, it would not support goods distribution because it would not include development of a logistics center.
Positively contribute to the economy of the City through new capital investment, creation of new employment opportunities, and include opportunities for highly trained workers.	**Yes.** Alternative 3 would contribute to the economy of the City by providing new jobs to the area, and by offering new opportunities for businesses to move to the City.
Provide local employment for residents of the City to improve jobs-housing balance within the City.	**Yes.** Alternative 3 would provide new employment opportunities for the residents of the City.

Alternative 3 Conclusion

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. Currently, the site is vacant and located along I-215 which would allow for the ease of movement along a

major transportation network. While the location may be appropriate for business park uses, development of this Alternative would result in more overall traffic trips, both passenger car and truck. Further, this Alternative would result in a similar VMT per employee as the proposed Project and would remain significant similar to the proposed Project. The higher traffic volumes would result in increased impacts related to Air Quality, Greenhouse Gas Emissions, and Noise. As a result of increased vehicular traffic, an increased demand for public services, recreation, and utilities and service systems may also result. As the existing land use and zoning designation would not place constraints upon future business park development, there is no guarantee a future development project under this Alternative would result in fewer impacts than the proposed Project. Additionally, Cumulative Transportation impacts under this Alternative would remain the same as the proposed Project. As such, this Alternative would result in greater impacts than the Project with. Additionally, Alternative 3 only meets 2 of the 4 Project's Objectives.

8.6 Comparison of Alternatives

The matrix approach to comparing the aforementioned alternatives is used for ease of directly comparing the proposed Project's significant effects with those of the alternatives, per State *CEQA Guidelines* Section 15126.6(d). The potential environmental impacts of each alternative are ranked as greater, similar, or less than the proposed Project with respect to each topic discussed in the Draft EIR, as shown in **Table 8.0-G, Comparison of Impacts from Project Alternatives.**

Table 8.0-G, Comparison of Impacts from Project Alternatives

Environmental Issue	Alternative 1 No Project/Development of Existing Land Use	Alternative 2 Reduced Project Size/Relocated Truck Parking	Alternative 3 Business Park
Air Quality	**Greater –** Alternative 1 would develop the Project site with a higher intensity use. With respect to short term construction emissions, under this Alternative emissions of NO_X may increase compared to the proposed Project since the Perris Good Neighbor Guidelines, which require the use of cleaner Tier 4 construction equipment, does not apply to non-industrial projects. Therefore, construction emissions would be greater than the proposed Project. Additionally, while potential health risk impacts may be reduced since truck traffic is reduced, passenger	**Less –** Since Alternative 2 would be a reduced project size, a reduction in long-term operation emissions from truck and car trips are anticipated. Thus, air quality impacts would be less than that of the proposed Project.	**Greater –** Alternative 3 would develop the Project site with a higher intensity use. With respect to short term construction emissions, under this Alternative, emissions of NO_X may increase compared to the proposed Project since the Perris Good Neighbor Guidelines requiring the use of cleaner Tier 4 construction equipment do not apply to non-industrial projects. Therefore, construction emissions would be greater than the proposed. Additionally long-term operational emissions would result in an increase in truck and passenger traffic resulting in an overall increase in vehicular trips. Thus, air

Table 8.0-G, Comparison of Impacts from Project Alternatives

Environmental Issue	Alternative 1 No Project/Development of Existing Land Use	Alternative 2 Reduced Project Size/Relocated Truck Parking	Alternative 3 Business Park
	vehicular trips would substantially increase. As such, long-term operational emissions would be greater and may exceed South Coast Air Quality Management District operational thresholds of significance. Thus, air quality impacts would be greater than that of the proposed Project.		quality impacts would be greater than that of the proposed Project.
Cultural Resources	**Similar –** Under Alternative 1, construction of the site would still occur thus, cultural resource impacts would be similar to that of the proposed Project.	**Similar –** Under Alternative 2, construction of the site would still occur thus, cultural resource impacts would be similar to that of the proposed Project.	**Similar –** Under Alternative 3, construction of the site would still occur thus, cultural resources impacts would be similar to that of the proposed Project.
Energy	**Greater –** Alternative 1 would develop the Project site with a higher intensity use. Therefore, there would be an increase in total vehicle trips in comparison to the proposed Project. Thus, energy related impacts would be greater than that of the proposed Project.	**Less –** Since Alternative 2 would be a reduced project size, a reduction in vehicle trips is anticipated. Thus, energy related impacts would be less than that of the proposed Project.	**Greater –** Alternative 3 would develop the Project site with a higher intensity use. Therefore, would be an increase in vehicle trips in comparison to the proposed Project. Thus energy related impacts would be greater than that of the proposed Project.
Geology and Soils	**Similar –** Under Alternative 1, construction of the site would still occur thus, impacts to geology and soils would be similar to that of the proposed Project.	**Similar –** Under Alternative 2, construction of the site would still occur thus, impacts to geology and soils would be similar to that of the proposed Project.	**Similar –** Under Alternative 3, construction of the site would still occur thus, impacts to geology and soils would be similar to that of the proposed Project.
Greenhouse Gas Emissions	**Greater –** Alternative 1 would develop the Project site with a higher intensity use. Short term construction emissions would be greater as would long-term operational emissions due to an increased number of	**Less –** Since Alternative 2 would be a reduced project size, a reduction in long-term operation emissions from truck and car trips are anticipated. Thus, greenhouse gas impacts would be less than that of	**Greater –**Alternative 3 would develop the Project site with a higher intensity use. Short term construction emissions would be greater as would long-term operational emissions due to an increased number of vehicle

Table 8.0-G, Comparison of Impacts from Project Alternatives

Environmental Issue	Alternative 1 No Project/Development of Existing Land Use	Alternative 2 Reduced Project Size/Relocated Truck Parking	Alternative 3 Business Park
	vehiclee trips. The GHG threshold of significance for non-industrial uses is much lower (3,000 metric tons of carbon dioxide per year (MTCO2e) compared to 10,000 MTCO2e). Thus, total GHG emissions from Alternative 1 are expected to exceed the South Coast AQMD threshold of significance. Thus, greenhouse gas impacts would be greater than that of the proposed Project.	the proposed Project.	trips. The GHG threshold of significance for non-industrial uses is much lower (3,000 metric tons of carbon dioxide per year (MTCO2e) compared to 10,000 MTCO2e). Thus, total GHG emissions from Alternative 3 are expected to exceed the South Coast AQMD recommended threshold of significance. Thus, greenhouse gas impacts would be greater than that of the proposed Project.
Hydrology	**Similar** – Upon development of the site, hydrologic conditions would be altered and improved to City standards similar to that of the proposed Project. Thus, Alternative 1 would contribute to the construction of regional drainage infrastructure to alleviate flooding conditions in the Project vicinity. Therefore, impacts to hydrology and water quality would be similar to those of the proposed Project.	**Similar** – Upon development of the site, hydrologic conditions would be altered and improved to City standards similar to that of the proposed Project. Thus, Alternative 2 would contribute to the construction of regional drainage infrastructure to alleviate flooding conditions in the Project vicinity. Therefore, impacts to hydrology and water quality would be similar to those of the proposed Project.	**Similar** – Upon development of the site, hydrologic conditions would be altered and improved to City standards similar to that of the proposed Project. Thus, Alternative 3 would contribute to the construction of regional drainage infrastructure to alleviate flooding conditions in the Project vicinity. Therefore, impacts to hydrology and water quality would be similar to those of the proposed Project.
Land Use	**Similar** – Alternative 1 would be consistent with the General Plan land use designation and zoning designation for the project site. Thus, impacts to land use and planning would be similar to that of the proposed Project.	**Similar** – Alternative 2 development would require a General Plan Amendment and a change of zone to change land use designation and zoning from Community Commercial to Light Industrial. Thus, impacts to land use and planning would be similar to that of the proposed Project.	**Similar** – Alternative 3 development would require a General Plan Amendment, a change of zone and consistency analysis with the General Plan similar to the proposed Project. Thus, impacts to land use and plan would be similar to that of the proposed Project.

Table 8.0-G, Comparison of Impacts from Project Alternatives

Environmental Issue	Alternative 1 No Project/Development of Existing Land Use	Alternative 2 Reduced Project Size/Relocated Truck Parking	Alternative 3 Business Park
Noise	**Greater** – Alternative 1 would develop the Project site with a higher intensity use. Short term construction noise would remain similar to that proposed Project. However, operational and traffic noise levels would increase due to the increased number of total vehicular trips. Therefore, impacts to noise would be greater than that of the proposed Project.	**Less** – Since Alternative 2 would still develop the Project site short-tern construction noise would remain similar to the proposed Project site. However, due to the decrease in density operational traffic noise would be less. Therefore, impacts to noise would be less than that of the proposed Project.	**Greater** – Since Alternative 3 would develop the Project site as a Business Park, short-term construction noise would remain the same as the proposed Project. However, under Alternative 3, truck and passenger car trips would be increased. Therefore, operational traffic noise levels due to roadway noise would be greater. Thus, impacts to noise would be greater than that of the proposed Project.
Transportation	**Less** – While there would be a substantial increase in traffic traveling to and from the Project site if it is developed under the existing land use designation, this Alternative is considered a local serving land use, meeting the VMT screening criteria per the City of Perris Transportation Impact Analysis Guidelines. As such, this Alternative would result in less VMT impacts in both project specific and cumulative conditions than the proposed Project. Therefore, impacts would be less than the proposed Project.	**Less** – Since Alternative 2 would be a reduced project size, the number of average daily trips (464) would be less than the proposed Project. Therefore Project-specific transportation impacts would be less than result in less than the proposed Project.	**Greater**– This Alternative would result in an increase in traffic trips. Further, this Alternative would result in similar VMT impacts in both project specific and cumulative conditions similar to the proposed Project. Therefore, impacts would be greater than the proposed Project
Tribal Cultural Resources	**Similar -** Under Alternative 1, construction of the site would still occur thus, impacts to tribal cultural resources would be similar to that of the proposed Project.	**Similar -** Under Alternative 2, construction of the site would still occur thus, impacts to tribal cultural resources would be similar to that of the proposed Project.	**Similar -** Under Alternative 3, construction of the site would still occur thus, impacts to tribal cultural resources would be similar to that of the proposed Project.
Utility and	**Similar –** Upon development of the site,	**Similar –** Upon development of the site,	**Similar –** Upon development of the site, sewer or recycled

Table 8.0-G, Comparison of Impacts from Project Alternatives

Environmental Issue	Alternative 1 No Project/Development of Existing Land Use	Alternative 2 Reduced Project Size/Relocated Truck Parking	Alternative 3 Business Park
Service Systems	sewer or recycled water service would be constructed to City Standards similar to that of the Project. Thus, Alternative 1 would still be required to contribute to the construction of infrastructure in the Project vicinity. Therefore, impacts to utilities and service systems would be similar to those of the proposed Project.	sewer or recycled water service would be constructed to City Standards similar to that of the Project. Thus, Alternative 2 would still be required to contribute to the construction of infrastructure in the Project vicinity. Therefore, impacts to utilities and service systems would be similar to those of the proposed Project.	water service would be constructed to City Standards similar to that of the Project. Thus, Alternative 3 would contribute to the construction of infrastructure in the Project vicinity. Therefore, impacts to utilities and service systems would be similar to those of the proposed Project.
Environmentally Superior to Proposed Project?	**No**	**Yes**	**No**
Meets Most of the Project Objectives?	**No** Meets 2 of 4 Project Objectives	**Yes, but to a lesser degree** Meets 4 of 4 Project Objectives, but to a lesser degree	**No** Meets 2 of 4 Project Objectives

8.6.1 Environmentally Superior Alternative

The State *CEQA Guidelines*, Section 15126.6(e)(2), requires the identification of the environmentally superior alternative. Of the alternatives evaluated above, the No Project alternative is the environmentally superior alternative, because the site would remain in its existing condition with no development with respect to reducing impacts created by the proposed Project. However, the beneficial impacts of the proposed Project would not be realized in the areas of aesthetics, geology and soils, hydrology/water Quality, or land use. The State *CEQA Guidelines* also require the identification of another environmentally superior alternative if the No Project alternative is selected as the environmentally superior alternative. The following three Alternatives were reviewed for consideration of the environmentally superior alternative.

Alternative 1: No Project/Development of Existing Land Use - This Alternative would eliminate the one significant and unavoidable impact associated with the proposed Project. However, this Alternative would result in substantially greater air quality, greenhouse gas emissions, and noise impacts than the proposed Project and only meets 2 of the 4 Project Objectives. Thus, Alternative 1 is rejected from further consideration.

Alternative 2: Reduced Project Size/Relocated Truck Parking - This Alternative would reduce the size of the warehouse building by approximately 25 percent and eliminate the one significant and unavoidable impact associated with the proposed Project. Further, this Alternative meets all 4 of the Project Objectives, albeit to a lessor degree. Thus, this is the most environmentally superior Alternative to the proposed Project.

Alternative 3: Business Park Alternative Scenario - This Alternative only meets 2 of the 4 Project Objectives and would result in greater air quality, greenhouse gas emissions, noise, and transportation impacts than the proposed Project. Thus, Alternative 3 is rejected from further consideration.

The proposed Project would result in significant and unavoidable Project-level and cumulative transportation impacts even after implementation of mitigation. Alternative 2 would eliminate this impact.

9.0 References

Section 15150 of the State *CEQA Guidelines* permits and encourages an environmental document to incorporate, by reference, other documents that provide relevant data. The documents summarized below are incorporated by reference, and the pertinent material is summarized throughout this Draft EIR, where that information is relevant to the analysis of potential impacts of the Project. All documents incorporated by reference are available for review at, or can be obtained through, the City of Perris Development Services Department. The acronym following each document is used throughout this Draft EIR to reference each document.

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These reports/studies are also available for review at:

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The following references were used in the preparation of this Draft EIR:

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