

## 4.8 Hazards and Hazardous Materials

This section evaluates the potential for impacts on hazards and hazardous materials resulting from implementation of the Perris Airport Logistics Center Project (Proposed Project or Project). Information presented in this section is primarily based on the following document:

- Wind Tunnel Velocity Measurement Report for Safety and Hazard Analysis (2024), included in Appendix F of this Environmental Impact Report (EIR)
- Phase I Environmental Site Assessment Report, Dedeaux Goetz Perris, Partner Engineering and Science, Inc, May 2022 (Appendix F.1)

For purposes of this EIR, the term “toxic substance” is defined as a substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may present an unreasonable risk of injury to human health or the environment. Toxic substances include chemical, biological, flammable, explosive, and radioactive substances. The term “hazardous material” is defined as a substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may: 1) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, disposed of, or otherwise mismanaged; or 2) cause or contribute to an increase in mortality or an increase in irreversible or incapacitating illness. Hazardous waste is defined in the California Code of Regulations, Title 22, Section 66261.3. The defining characteristics of hazardous waste are ignitability (oxidizers, compressed gases, and extremely flammable liquids and solids); corrosivity (strong acids and bases); reactivity (explosives or generates toxic fumes when exposed to air or water); and toxicity (materials listed by the U.S. Environmental Protection Agency [EPA] as capable of inducing systemic damage to humans or animals). Certain wastes are called “Listed Wastes” and are found in the California Code of Regulations, Title 22, Sections 66261.30 through 66261.35. Wastes appear on the lists because of their known hazardous nature or because the processes that generate them are known to produce hazardous wastes (which are often complex mixtures).

There were multiple Notice of Preparation comments received regarding the analysis of hazards and hazardous materials. Members of the public expressed concerns with safety impacts with regard to Perris Valley Airport and its patrons; consideration of design features for the safety of skydivers; compliance with Federal Aviation Administration (FAA) standards; an extensive review of the wind study; concern over potential for wildfire as a result of aircraft crashes; and Airport Land Use Commission (ALUC) considerations.

### 4.8.1 Environmental Setting

#### 4.8.1.1 Regulatory Setting

This section describes the federal, state, regional, and local regulatory framework adopted to address hazards and hazardous materials.

## Federal

### ***Comprehensive Environmental Response, Compensation, and Liability Act (U.S. Code, Title 42, Section 9601 et seq.)***

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 is a law developed to protect the water, air, and soil resources from the risks created by past chemical disposal practices. This law is also referred to as the “Superfund Act” and regulates sites on the National Priority List, which are called “Superfund sites.”

### ***Emergency Planning and Community Right-To-Know Act (U.S. Code, Title 42, Chapter 116)***

In 1986, Congress passed the Superfund Amendments and Reauthorization Act. Title III of this regulation may be cited as the “Emergency Planning and Community Right-to-Know Act of 1986” (EPCRA). The EPCRA requires the establishment of state commissions, planning districts, and local committees to facilitate the preparation and implementation of an Emergency Plan. Under these requirements, local emergency planning committees are responsible for developing a plan that includes the following to prepare for and respond to a chemical emergency:

- An identification of local facilities and transportation routes where hazardous materials are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting drills to test the plan. The plan is reviewed by the State Emergency Response Commission and publicized throughout the community. The local emergency planning committee is required to review, test, and update the plan each year.

Another purpose of the EPCRA is to inform communities and residents of chemical hazards in their areas. Sections 311 and 312 require businesses to report to state and local agencies the location and quantities of chemicals stored on site. Under Section 313, manufacturers are required to report chemical releases for more than 600 designated chemicals. In addition to chemical releases, regulated facilities are also required to report off-site transfers of waste for treatment or disposal at separate facilities, pollution prevention measures, and chemical recycling activities. The U.S. Environmental Protection Agency maintains the Toxic Release Inventory database that documents the information that regulated facilities are required to report annually.

***Resource Conservation and Recovery Act (U.S. Code, Title 42, Section 6901 et seq.)***

The Resource Conservation and Recovery Act is the principal federal law that regulates generation, management, and transportation of hazardous waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste.

***Hazardous Materials Transportation Act***

The Hazardous Materials Transportation Act of 1975 empowered the Secretary of Transportation to designate as hazardous material any “particular quantity or form” of a material that “may pose an unreasonable risk to health and safety or property.” Hazardous materials regulations are subdivided by function into four basic areas:

- Procedures and/or Policies 49 Code of Federal Regulations (CFR) Parts 101, 106, and 107
- Material Designations 49 CFR Part 172
- Packaging Requirements 49 CFR Parts 173, 178, 179, and 180
- Operational Rules 49 CFR Parts 171, 173, 174, 175, 176, and 177 (OSHA, 2020a)

The Hazardous Materials Transportation Act is enforced by use of compliance orders [49 USC, Section 1808(a)], civil penalties [49 USC, Section 1809(b)], and injunctive relief (49 USC, Section 1810). The Hazardous Materials Transportation Act (Section 112, 40 USC 1811) preempts state and local governmental requirements that are inconsistent with the statute, unless that requirement affords an equal or greater level of protection to the public than the requirement imposed by the Hazardous Materials Transportation Act.

***Hazardous Materials Transportation Uniform Safety Act of 1990***

In 1990, Congress enacted the Hazardous Materials Transportation Uniform Safety Act to clarify the maze of conflicting state, local, and federal regulations. Like the Hazardous Materials Transportation Act, the Hazardous Materials Transportation Uniform Safety Act requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous when they pose unreasonable risks to health, safety, or property. The statute includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials.

***Occupational Safety and Health Act***

Congress passed the Occupational and Safety Health Act to ensure worker and workplace safety. Their goal was to make sure employers provide their workers a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions. To establish standards for

workplace health and safety, the legislation also created the National Institute for Occupational Safety and Health as the research institution for the prevention of work-related injury and illness. The Occupational Safety and Health Administration (OSHA) is a division of the U.S. Department of Labor that oversees the administration of the Occupational and Safety Health Act and enforces standards in all 50 states.

### ***Toxic Substances Control Act***

The Toxic Substances Control Act (TSCA) of 1976 provides the EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances or mixtures. Certain substances are generally excluded from the TSCA, including, among others, food, drugs, cosmetics, and pesticides. The TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls, asbestos, radon, and lead-based paint. Various sections of the TSCA provide authority to:

- Require, under Section 5, pre-manufacture notification for “new chemical substances” before manufacture.
- Require, under Section 4, testing of chemicals by manufacturers, importers, and processors where risks or exposures of concern are found.
- Issue Significant New Use Rules (SNURs), under Section 5, when it identifies a “significant new use” that could result in exposures to, or releases of, a substance of concern.
- Maintain the TSCA Inventory, under Section 8, which contains more than 83,000 chemicals. As new chemicals are commercially manufactured or imported, they are placed on the list.
- Require those importing or exporting chemicals, under Sections 12(b) and 13, to comply with certification reporting and/or other requirements.
- Require, under Section 8, reporting and record-keeping by persons who manufacture, import, process, and/or distribute chemical substances in commerce.

Require, under Section 8(e), that any person who manufactures (including imports), processes, or distributes in commerce a chemical substance or mixture and who obtains information which reasonably supports the conclusion that such substance or mixture presents a substantial risk of injury to health or the environment to immediately inform the EPA, except where the EPA has been adequately informed of such information. Under 15 USC 2607(e), the EPA screens all TSCA b Section 8(e) submissions as well as voluntary “For Your Information” submissions. The latter are not required by law but are submitted by industry and public interest groups for a variety of reasons.

## **State**

### ***California Accidental Release Prevention Program***

The California Accidental Release Prevention (CalARP) program was implemented on January 1, 1997, in response to Senate Bill 1889, and replaces the former California Risk Management and Prevention Program. The purpose of the CalARP program is to prevent accidental releases of substances that can cause serious harm to the public and the environment, and to minimize the damage if releases do occur.

CalARP requires certain facilities (referred to as “stationary sources”) which handle, manufacture, use, or store any regulated substances above threshold quantities to take actions to proactively prevent and prepare for accidental releases. Facilities subject to CalARP requirements must submit a Risk Management Plan.

The California Environmental Protection Agency oversees the implementation of the CalARP program at the state level, while Certified Unified Program Agencies and/or Participating Agencies implement the CalARP program at the local level.

### ***California Code of Regulations, Title 22, Division 4.5***

Title 22, Division 4.5, of the California Code of Regulations sets forth the requirements for hazardous waste generators, transporters, and owners or operators of treatment, storage, or disposal facilities. These regulations include the requirements for packaging, storage, labeling, reporting, and general management of hazardous waste before shipment. In addition, the regulations identify standards applicable to transporters of hazardous waste. These regulations specify the requirements for transporting shipments of hazardous waste, including manifesting, vehicle registration, and emergency accidental discharges during transportation.

### ***California Fire Code (California Code of Regulations, Title 24, Part 9)***

The California Fire Code sets forth requirements for building materials and methods pertaining to fire safety and life safety, fire protection systems in buildings, emergency access to buildings, and handling and storage of hazardous materials. The City of Perris adopts the update to the California Fire Code every 3 years.

Government Code, Section 65302, requires the Safety Element of a General Plan to address evacuation routes. The CAL FIRE Safety Element checklist also requires cities to address evacuation routes. In addition, Senate Bill 99 (2018) requires a Safety Element upon the next revision of the housing element on or after January 1, 2020, to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes.

***California Hazardous Waste Control Law***

The responsibility for implementing the Resource Conservation and Recovery Act was given to the California Environmental Protection Agency's Department of Toxic Substances Control (DTSC) in August 1992. The DTSC is also responsible for implementing and enforcing California's own hazardous waste laws; the Hazardous Waste Control Law (Health and Safety Code [HSC], Division 20, Chapter 6.5, Article 2, Section 25100, et seq.) is the primary hazardous waste statute in California. The Hazardous Waste Control Law implements Resource Conservation and Recovery Act as a "cradle-to-grave" waste management system in the State. It specifies that generators have the primary duty to determine if their wastes are hazardous and to ensure its proper management. The Hazardous Waste Control Law also establishes criteria for the reuse and recycling of hazardous wastes used or reused as raw materials. The Hazardous Waste Control Law exceeds federal requirements by mandating source reduction planning and broadening requirements for permitting facilities that treat hazardous waste. It also regulates a number of waste types and waste management activities not covered by federal law.

***Cal/OSHA and the California State Plan***

Since 1973 California has operated an occupational safety and health program in accordance with Section 18 of the federal Occupational and Safety Health Act. The State of California's Department of Industrial Relations administers the California Occupational Safety and Health Program, commonly referred to as Cal/OSHA. The State of California's Division of Occupational Safety and Health is the principal agency that oversees plan enforcement and consultation. In addition, the California State program has an independent Standards Board responsible for broadcasting state safety and health standards and reviewing variances. It also has an Appeals Board to adjudicate contested citations and the Division of Labor Standards Enforcement to investigate complaints of discriminatory retaliation in the workplace.

Pursuant to 29 CFR 1952.172, the California State program applies to all public and private sector places of employment in the State of California, with the exception of federal employees, the United States Postal Service, private sector employers on Native American lands, maritime activities on the navigable waterways of the United States, private contractors working on land designated as exclusively under federal jurisdiction and employers that require federal security clearances. Cal/OSHA is the only agency in the state authorized to adopt, amend, or repeal occupational safety and health standards or orders. The Cal/OSHA enforcement unit conducts inspections of California workplaces in response to a report of an industrial accident, a complaint about an occupational safety and health hazard, or as part of an inspection program targeting industries with high rates of occupational hazards, fatalities, injuries or illnesses.

### ***Hazardous Materials Business Plans***

Both the federal government (CFR) and the State of California (California Health and Safety Code) require businesses that handle more than a specified amount, or “reporting quantity,” of hazardous or extremely hazardous materials to submit a Hazardous Materials Business Plan to the Perris Fire Department. According to City guidelines, the preparation, submittal, and implementation of a Hazardous Materials Business Plan is required by any business that handles a hazardous material or a mixture containing a hazardous material in specified quantities.

Hazardous Materials Business Plans must include an inventory of the hazardous materials at the facility. Businesses must update their plan and the chemical portion annually. In addition, Hazardous Materials Business Plans must include Emergency Response Plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures for immediate notification of the appropriate agencies and personnel, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for the company emergency coordinators, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

### ***Hazardous Materials Disclosure Programs***

The Unified Program administered by the State of California consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs, which include Hazardous Materials Release Response Plans and Inventories (Hazardous Materials Business Plans), the CalARP program, and the Underground Storage Tank (UST) Program. The Unified Program is implemented at the local government level by certified Unified Program agencies.

The certified Unified Program Agency for the City is the Riverside County Department of Environmental Health, which is responsible for regulating hazardous waste and tiered permitting, underground storage tanks, aboveground storage tanks, and Risk Management Plans.

The Perris Fire Department is a participating agency under the Unified Program and administers the Hazardous Materials Release Response Plans and Inventory Program and permits for handling underground storage and storage of hazardous materials pursuant to the Perris Fire Code.

### ***Hazardous Materials Release Notification***

The following state statutes require emergency notification of a hazardous chemical release:

- California Health and Safety Code, Sections 25270.8 and 25507
- California Vehicle Code, Section 23112.5
- California Public Utilities Code, Section 7673, (California Public Utilities Commission General Orders No. 22-B and 161)

- California Government Code, Sections 51018 and 8670.25.5(a)
- California Water Code, Sections 13271 and 13272
- California Labor Code, Section 6409.1(b)10

Requirements for immediate notification of significant spills or threatened releases cover owners, operators, people in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. In addition, releases that result in injuries or harmful exposure to workers must be immediately reported to Cal/OSHA pursuant to the California Labor Code, Section 6409.1(b).

### ***Leaking Underground Storage Tanks***

Leaking underground storage tanks have been recognized since the early 1980s as the primary cause of groundwater contamination from gasoline compounds and solvents. In California, regulations aimed at protecting against underground storage tank leaks have been in place since 1983 (California Health and Safety Code). This occurred 1 year before the Resource Conservation and Recovery Act was amended to add Subtitle I, requiring underground storage tank systems to be installed in accordance with standards that address the prevention of future leaks. The State Water Resources Control Board was designated as the lead California regulatory agency in the development of underground storage tank regulations and policy. Older tanks are typically single-walled, steel tanks. Many of these have leaked as a result of corrosion, punctures, and detached fittings. As a result, the State of California required the replacement of older tanks with new, double-walled, fiberglass tanks with flexible connections and monitoring systems. Underground storage tank owners were given 10 years to comply with the new requirements—the deadline was December 22, 1998. However, many underground storage tank owners did not act by the deadline; therefore, the State of California granted an extension for their replacement, ending January 1, 2002. The Regional Water Quality Control Boards, in cooperation with the City's Office of Emergency Services, maintain an inventory of leaking underground storage tanks in a statewide database.

### ***Aeronautics Act***

The Aeronautics Act (Public Utilities Code, Section 21001 et seq.) provides for the right of flight over private property, unless conducted in a dangerous manner or at altitudes below those prescribed by federal authority. The Aeronautics Act gives the California Department of Transportation (Caltrans) and local governments the authority to protect the airspace defined by Federal Aviation Regulation (FAR) Part 77 criteria. The Aeronautics Act prohibits any person from constructing a structure or permitting any natural growth of a height that would constitute a hazard to air navigation unless a permit is obtained. No permit is required if it is determined that the structure or growth is not a hazard to aviation. Typically, this has been interpreted to mean that

no penetration of FAR Part 77 imaginary surfaces is permitted without a finding by the FAA that the object would not constitute a hazard to air navigation.

The State Aeronautics Act also created the requirement for an ALUC in each county and established statewide requirements for the conduct of airport land use compatibility planning. State statutes require that, once an ALUC has adopted or amended an airport land use compatibility plan, the county (where it has land use jurisdiction within the airport influence area), and any affected cities must update their General Plans and any applicable specific plans to be consistent with the ALUC's plan (Government Code, Section 65302.3). The California Airport Land Use Planning Handbook is published by the Caltrans Division of Aeronautics to support and amplify the state regulations. The most recent California Airport Land Use Planning Handbook was published in October 2011 and as required by the California Environmental Quality Act (CEQA) Public Resources Code, Section 21096, was used as a technical resource in the preparation of this EIR.

## **Regional**

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

The Riverside County ALUC is the lead agency responsible for airport land use compatibility planning in Riverside County. The fundamental purpose of ALUC is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses. The basic function of the airport land use compatibility plan is to promote compatibility between airports and the land uses that surround them. Compatibility plans serve as a tool for use by airport land use commissions in fulfilling their duty to review proposed development plans for airports and surrounding land uses. Additionally, compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners in their design of new development.

On November 13, 2014, the Riverside County ALUC adopted the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP). The Project Site is located within the Airport Influence Area of March ARB/IPA and is subject to the 2014 March ARB/IPA ALUCP. The primary compatibility concerns are aircraft noise, the safety of people and property on the ground and in aircraft, the protection of airspace, and concerns related to overflights. The development restrictions associated with each compatibility zone consider the compatibility concerns of noise, safety, overflight, and airspace protection.

The Project Site is located within Zone E – Other Airport Environs Airport Overlay Zone for the March ARB/IPA ALUCP per Title 19 of the Perris Municipal Code (Ch. 19.51).

As presented in Table MA-2, Basic Compatibility Criteria, of the 2014 March ARB/IPA ALUCP, Compatibility Zone E does not have a restriction on a non-residential, average land use intensity. As identified on Table MA-2 of the 2014 March ARB/IPA ALUCP, prohibited uses within include hazards to flight only.

### ***Perris Valley Airport***

The runway of Perris Valley Airport, a private airport primarily used for recreation-based flights is located east of the Project Site. Due to its proximity to the Perris Valley Airport runway, the Project Site is also within Compatibility Zones A through D of the Perris Valley ALUCP. The proposed warehouses, truck yard, employee parking, and retention basins would be in Zones B1 through D. Warehouses and truck yards are permitted in Zones B1 through D. Zone B1 is most restrictive with regards to allowable uses and occupancy; Zone D is less restrictive.

### ***Riverside County Department of Environmental Health***

Federal and state hazardous materials regulations require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials to obtain applicable permits and submit a business plan to its local Unified Program Agency. The Unified Program Agency also ensures local compliance with all applicable hazardous materials regulations. The Unified Program Agency with responsibility for the City of Perris is the Riverside County Department of Environmental Health. The Riverside County Department of Environmental Health oversees six hazardous materials programs in the County of Riverside, including inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program (RCDEH, 2022).

### ***County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan***

The purpose of the County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan is to identify the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and human-made hazards. The Plan was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 to achieve eligibility and potentially secure mitigation funding through Federal Emergency Management Agency (FEMA) Flood Mitigation Assistance, Pre-Disaster Mitigation, and Hazard Mitigation Grant Programs. (EMD, 2018)

### ***The California Accidental Release Prevention Program***

The CalARP program was implemented on January 1, 1997, and replaces the former California Risk Management and Prevention Program. The purpose of the CalARP program is to prevent

accidental releases of substances that can cause serious harm to the public and the environment, to minimize the damage if releases do occur, and to satisfy community right-to-know laws.

## **Local**

### ***March ARB/IPA Airport Overlay Zone***

In 2014, and subsequent to approval of the City of Perris 2005 General Plan, the Riverside County ALUC adopted the 2014 March ARB/IPA ALUCP. Thus, the City was required to update its General Plan to reflect the new ALUCP. The City created an Airport Overlay Zone (AOZ) to accommodate development within the City consistent with the land use designations of the 2014 March ARB/IPA ALUCP, which is set forth in Chapter 19.51 of the Perris Municipal Code. On July 14, 2016, the Riverside County ALUC determined that the City's AOZ is consistent with the 2014 March ARB/IPA ALUCP.

In August 2016, the City of Perris approved the following: Resolution 5050 approving General Plan Amendment 15-01522, to amend the City of Perris General Plan (2030) Land Use, Noise, and Safety Elements to implement the 2014 March ARB/IPA ALUCP; Ordinance Number 1331 approving Ordinance Amendment 16-05024 to update Perris Municipal Code, Chapter 19.82 (Districts and Map), to revise the City of Perris Zoning Map to include an Airport Overlay Zoning designation and adopt an AOZ Code, Chapter 19 (19.51), to implement the 2014 March ARB/IPA ALUCP. Proposed general plan land use amendments, zoning amendments, and specific plan amendments that impact density or intensity of development within the AOZ shall be referred to the RCALUC for a determination of compatibility with the adopted March ARB/IPA ALUCP.

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

The specific policies outlined in the City's General Plan Safety Element that are related to hazards and hazardous materials and that apply to the Proposed Project are listed in Table 4.10-2, City of Perris General Plan Consistency Analysis, of Section 4.10, Land Use and Planning, of this EIR.

#### **4.8.1.2 Existing Conditions**

Existing and previous uses of the Project Site, and other characteristics of the Project Site relevant to the analysis of potential hazards and hazardous materials impacts are described below.

The Project Site is primarily vacant and undeveloped; however, the southwestern corner of the Project Site is currently used for commercial equipment storage use. On-site operations consist of the storage and auction of automobiles, tractors, buses, heavy equipment and commercial supplies. Approximately 27 portable shipping containers were observed on site and used for storage of miscellaneous supplies. Several golf carts used for transportation around the property area are on site. Partner Engineering and Science, Inc (Partner) who prepared the Phase I Environmental Site Assessment Report for the Proposed Project observed two diesel fuel storage aboveground tanks, one approximately 550-gallons

and one approximately 200-gallons in capacity. The larger tank was provided with secondary containment. In addition to the current structures, the Project Site is also improved with a gravel parking area, perimeter fencing, limited landscaping and a septic system with leach field.

The Project Site was historically used for agricultural purposes. There is a potential that agricultural related chemicals such as pesticides, herbicides, and fertilizers, may have been used and stored on site. The Project Site is either paved over or covered by building structures that minimize direct contact to any potential remaining concentrations in the soil. Additionally, during previous site development activities, near-surface soils (where residual agricultural chemical concentrations would have most likely been present, if at all) were likely mixed with fill material or disturbed during grading. Also, it is common that engineered fill material is placed over underlying soils as part of the development activities (Partner, 2022).

### **Historical Review, Regulatory Records Review, and Field Reconnaissance**

Partner obtained historical use information about the subject property from a variety of sources. Information regarding past land use was obtained by a review of historical aerial photographs, historical Sanborn Fire Insurance maps, city directories, historical topographic maps, and previous reports of the subject property and surrounding area obtained from Environmental Data Resources in April of 2022.

The Project Site was historically used for agricultural purposes. There is a potential that agricultural related chemicals such as pesticides, herbicides, and fertilizers, may have been used and stored on site. The Project Site is either paved over or covered by building structures that minimize direct contact to any potential remaining concentrations in the soil. Additionally, during previous site development activities, near-surface soils (where residual agricultural chemical concentrations would have most likely been present, if at all) were likely mixed with fill material or disturbed during grading. Also, it is common that engineered fill material is placed over underlying soils as part of the development activities. These additional variables serve to further reduce the potential for exposure to residual agricultural chemicals (if any). Based on these reasons, the possible former use of agricultural chemicals is not considered a significant environmental concern.

According to available historical sources, the Project Site was developed for agricultural uses with no structures in 1938; developed with agricultural land, a residential dwelling and other farm related structures by *circa* 1953; remained agricultural land with a residential dwelling from 1953 to 2010; and was redeveloped with the existing improvements starting in 2010. Known tenants on the subject property included Isabel Borbon (1977, 1984, 1986); Arthur DeLeon (1991); Ray Wilson (2001, 2008); and Western Construction (2010 to Present).

Partner has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 guidelines to evaluate the potential for Recognized Environmental Conditions, historical recognized environmental conditions, and controlled recognized environmental conditions. This assessment has revealed no evidence of Recognized Environmental Conditions, historical recognized environmental conditions, or controlled recognized environmental conditions in connection with the subject property. Environmental issues as described above were identified.

The scope of work for the Phase I ESA included: a property and adjacent site reconnaissance; interviews with key personnel; a review of historical sources; a review of regulatory agency records; and a review of a regulatory database report provided by a third-party vendor. Partner contacted local agencies, such as environmental health departments, fire departments and building departments to determine any current or former hazardous substances usage, storage, or releases of hazardous substances on the subject property. Additionally, Partner researched information on the presence of activity and use limitations at these agencies. As defined by ASTM E1527-13, activity and use limitations are the legal or physical restrictions or limitations on the use of, or access to, a site or facility: 1) to reduce or eliminate potential exposure to hazardous substances or petroleum products in the soil or groundwater on the subject property; or 2) to prevent activities that could interfere with the effectiveness of a response action, to ensure maintenance of a condition of no significant risk to public health or the environment.

### ***Site Reconnaissance***

A field reconnaissance was conducted on April 26, 2022. There were no potential environmental concerns identified during the on-site reconnaissance. It was found that solid waste generated at the Project Site is disposed of in commercial dumpsters located on site. An independent solid waste disposal contractor removes solid waste from the Project Site. No evidence of illegal dumping of solid waste was observed during the Partner site reconnaissance.

It was found that no domestic wastewater was generated at the Project Site and that no industrial process is currently performed at the Project Site.

No surface impoundments, wetlands, natural catch basins, settling ponds, or lagoons are located on the Project Site. No drywells were identified on the Project Site during the site reconnaissance. No aboveground evidence of wells or cisterns was observed during the site reconnaissance. No records of water wells for the Project Site were identified.

No evidence of current or former Underground Hazardous Substance or Petroleum Product Storage Tanks were observed during site reconnaissance. Partner observed two aboveground storage tanks for the storage of diesel on the subject property. The aboveground storage tanks are located on the north central side of the Project Site. The aboveground storage tanks were installed in 2012 and are

equipped with secondary containment. No staining, leaks or spills were noted in the vicinity of the aboveground storage tanks, and no releases have been reported to the Riverside County Department of Environmental Health. No spills, stains, or other indications that a surficial release has occurred at the Project Site were observed.

No potential polychlorinated-biphenyls-containing equipment (transformers, oil-filled switches, hoists, lifts, dock levelers, hydraulic elevators, etc.) was observed on the Project Site during the site reconnaissance. There were no strong, pungent, or noxious odors; pools of liquid; drains, sumps, or clarifiers; pits, ponds, or lagoons; or stressed vegetation observed on the Project Site during the site reconnaissance.

### **Wildland Fire Hazards**

The Project Site is located in a portion of the City of Perris that is not located within or adjacent to any wildlands. According to Figure S-5, Wildfire Hazards, of the City of Perris General Plan Safety Element (dated November 2021 and adopted in January 2022), the Project Site and its surrounding area are not located within a Very High Fire Hazard Severity Zone (City of Perris, 2022). Similarly, according to the California Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resources Assessment Program, the Project Site is not located in a Very High Fire Hazard Severity Zone (CAL FIRE 2024).

### **Potential Hazards to Aircraft in Flight**

The Proposed Project would be subject to potential height restrictions by the FAA. The FAA is required under 14 CFR Part 77 to protect navigable airspace by studying proposed developments and issuing determinations that a project would not be a hazard to air navigation.

#### **4.8.2 Thresholds of Significance**

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

- **Threshold 1:** Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- **Threshold 2:** Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- **Threshold 3:** Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- **Threshold 4:** Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

- **Threshold 5:** For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area.
- **Threshold 6:** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- **Threshold 7:** Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

### **4.8.3 Regulatory Implementation**

No regulatory implementation conditions are applicable to the Proposed Project.

### **4.8.4 Environmental Impacts**

The following sections address various potential impacts relating to hazards and hazardous materials that could result from implementation of the Proposed Project.

#### **4.8.4.1 Threshold 1: Transportation, Use, and Disposal of Hazardous Materials**

##### **Impact Analysis**

The industrial warehouses/distribution buildings contemplated for the Proposed Project could involve the transport, use, storage, and disposal of hazardous materials.

##### **Construction Impacts**

Heavy equipment (e.g., dozers, excavators) would operate on the Project Site during construction of the proposed buildings and associated improvements. Heavy equipment is typically fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project Site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the Proposed Project than would occur on any other similar construction site.

Construction contractors would be required to comply with all applicable federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the EPA, DTSC, South Coast Air Quality Management District (discussed in Section 4.2, Air Quality, of this EIR), and Regional Water Quality Control Board (discussed in Section 4.9, Hydrology and Water Quality, of this EIR). With mandatory compliance with applicable hazardous materials regulations, the Proposed Project

would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. In the unlikely event that unknown contaminated soils are encountered during earthmoving activities, mitigation measure MM HAZ-1 as described below, would be implemented and would fully address the presence of contaminated soil through appropriate sampling and testing, disposal, and remediation. Potential impacts would be less than significant with incorporation of mitigation.

### **Operational Impacts**

Operation of the concrete tilt up warehouse buildings would involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials). There is the potential for routine use, storage, or transport of other hazardous materials; however, the precise materials are not known, as the tenant(s) of the proposed warehouse buildings are not yet defined. In the event that hazardous materials, other than those common materials described above, are associated with future warehouse operations, the hazardous materials would only be stored and transported to and from the building sites. Manufacturing and other chemical processing would not occur within the proposed warehouse uses.

Exposure of people or the environment to hazardous materials during operation of the Proposed Project may result from (1) the improper handling or use of hazardous substances; (2) transportation accidents; or (3) an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type and amount of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individuals or environment affected. As previously discussed, the U.S. Department of Transportation prescribes strict regulations for hazardous materials transport, as described in Title 49 of the CFR (i.e., the Hazardous Materials Transportation Act); these are implemented by Title 13 of the California Code of Regulations. It is possible that vendors may transport hazardous materials to and from the Project Site; and the drivers of the transport vehicles must comply with the Hazardous Materials Transportation Act. Hazardous materials or wastes stored on site are subject to requirements associated with accumulation time limits, amounts, and proper storage locations and containers, and proper labeling. Hazardous materials associated with the Proposed Project would also be subject to regulation by the Department of Environmental Health of the Riverside County Community Health Agency, which oversees hazardous materials programs in the County of Riverside (inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program). The amount of materials that would be handled at any one time for the proposed warehouse operations would be relatively small. Additionally, for removal of hazardous waste from the Project Site, hazardous waste generators are required to use a certified

hazardous waste transportation company which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal.

With compliance with applicable regulations, operation of the Proposed Project would result in a less than significant impact related to a significant risk to the public or the environment through the potential routine transport, use, or disposal of hazardous materials. The Proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This includes exposure to hazardous materials from previous and current use of the Project Site and surrounding areas, and accidental release of hazardous materials.

### **Significance of Impact**

Potentially Significant Without Mitigation.

#### **4.8.4.2 Threshold 2: Accidental Releases**

### **Impact Analysis**

#### ***Hazards from Existing and Previous Uses***

The Project Site is primarily vacant and undeveloped; however, the southwestern corner of the Project Site is currently used for commercial equipment storage use. On-site operations consist of the storage and auction of automobiles, tractors, buses, heavy equipment and commercial supplies. There were no Recognized Environmental Conditions, historical recognized environmental conditions, or controlled recognized environmental conditions identified for the Project Site. The Project Site was previously used for agricultural purposes.

Common agricultural practices can result in residual concentrations of fertilizers, pesticides or herbicides in near-surface soil, though not generally at concentrations that pose a significant health risk. The Phase I ESA concluded that, the property has been graded, and remaining pesticide or herbicide residues, if any, are likely to have been dispersed and therefore are unlikely to impact human health or the environment. Accordingly, no further investigation is recommended regarding potential residual pesticides. Additionally, the former agricultural use does not represent a Recognized Environmental Condition in connection with the Project Site. This potential impact would be less than significant.

#### ***Hazards from Construction and Operation***

The handling and transport of hazardous materials can result in accidental releases. However, with required compliance with federal, state, and City regulations, standards, and guidelines pertaining to hazardous materials management, the Proposed Project would not create a significant hazard to the public or the environment from accident conditions related to the routine transport, use, or storage of hazardous materials.

Accidents involving hazardous materials that could pose a significant hazard to the public or the environment would be highly unlikely during the construction and long-term operation of the Proposed Project and are not reasonably foreseeable. As discussed above under Threshold “a,” the transport, use, and handling of hazardous materials on the Project Site during construction is a standard risk on all construction sites, and there would be no greater risk for upset and accidents than would occur on any other similar construction site. In the unlikely event that unknown contaminated soils are encountered during earthmoving activities, mitigation measure MM HAZ-1, would be implemented and would fully address the presence of contaminated soil through appropriate sampling and testing, disposal, and remediation.

Upon buildout, industrial warehouse uses would be operated at the Project Site and as discussed above under Threshold “a,” it is possible that hazardous materials could be used during the course of a future occupant’s routine, daily operations. The precise materials are not known, as the tenants of the proposed buildings are not yet defined. However, during the course of daily operations, it is anticipated that the Proposed Project would involve the use of materials common to all urban development that are labeled hazardous. In the event that hazardous materials, other than those common materials described above, are associated with future operations, the hazardous materials would only be stored and transported to and from the building sites. Manufacturing and other chemical processing would not occur within the Proposed Project buildings, including the proposed industrial use. Therefore, there is the potential for routine use, storage, or transport of hazardous materials; however, these activities would adhere to applicable local, state, and federal regulations.

The Proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction operation. This includes exposure to hazardous materials from previous and current use of the Project Site and surrounding areas, and accidental release of hazardous materials during construction and operation of the Proposed Project. With mitigation, this potential impact would be less than significant.

### **Significance of Impact**

Potentially Significant Without Mitigation.

#### **4.8.4.3 Threshold 3: Hazards to Nearby Schools**

##### **Impact Analysis**

There are no existing or proposed schools within a one-quarter-mile radius of the Project Site. The closest existing school to the Project Site is Perris Lake High School located at 418 W Ellis Ave, Perris, CA 92570 (approximately 0.5 mile west of the Project Site). Thus, the Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials,

substances, or waste within one-quarter mile of an existing or proposed school because there are no existing or proposed schools within one-quarter mile of the Project Site.

### **Significance of Impact**

No Impact.

#### **4.8.4.4 Threshold 4: Hazardous Materials Sites**

##### **Impact Analysis**

Based on the Regulatory Records included in the Phase I ESA, the Project Site was identified on the online California Environmental Protection Agency database as a hazardous waste generator doing business as a Western Construction Auction, Inc. Violations were reported by the local Certified Unified Program Agency or Participating Agency in 2016 and 2019. The 2019 violation reported “No manifests were available on site during the inspection. Facility intermittently generated hazardous waste and recycles lead acid batteries.” The Project Site was identified on the DTSC Hazardous Waste Tracking System for disposal of hazardous wastes in 2010, 2011, and 2013, that included unspecified organic liquid mixture, and other organic solids. However, based on the returned compliance status of the violations and absence of reported records for releases, further environmental investigation or cleanup, these listings are not considered an environmental concern (Partner, 2022).

### **Significance of Impact**

Less Than Significant Impact.

#### **4.8.4.5 Threshold 5: Hazards from Nearby Airports**

##### **Impact Analysis**

According to the March ARB/IPA ALUCP, the Project Site is located within Compatibility Zone E (Other Airport Environs AOZ). As presented in Table MA-2, Basic Compatibility Criteria, of the 2014 March ARB/IPA ALUCP, Compatibility Zone E does not have a restriction on a non-residential, average land use intensity.

With an estimated occupancy rate of 1 person per 500 square feet as determined by the California Building Code, and a building size of 867,070 square feet (Building 1 = 795,109 square feet and Building 2 = 71,961 square feet), the occupancy for the building would be approximately 1,735 people. With this estimated occupancy of people, based on the California Building Code method for determining concentration of people, it would result in an average of 20 people per acre (based on a net site acreage of approximately 87.69 acres). As Compatibility Zone E does not have restrictions on average land use intensity, the occupancy of 20 people per acre would not conflict with the basic compatibility criteria.

As identified on Table MA-2 of the 2014 March ARB/IPA ALUCP, prohibited uses within Compatibility Zone E include hazards to flight only.

A Wind Tunnel Velocity Measurement Report for Safety and Hazard Analysis (Appendix F.2) was prepared for the Proposed Project to assess the potential impact of the Proposed Project on the Perris Valley Airport runway and nearby skydiving landing zones with respect to ongoing aviation and recreation uses.

As previously indicated, the Proposed Project is planned to be located adjacent to the north end of Runway 15/33 and the high-performance parachute landing zone at Perris Valley Airport. The south end of Runway 15/33 and the student parachute landing zone is separated from the Project Site by the existing Perris Valley Airport aircraft hangars, facilities, and other adjacent buildings. To evaluate the potential effects of the Proposed Project on the conditions over the flight path and landing zones, testing was conducted to measure the wind behavior over the runway and each landing zone both with and without the Proposed Project in place.

The wind tunnel velocity data included in the Wind Tunnel Velocity Report (Appendix F.2) was compared with published vertical gust and airspeed fluctuation intensity classifications for a representative 25 knot wind speed at 10 meters above ground level at the Project Site.

The Wind Tunnel Velocity Measurement Report analysis found that results for the high-performance landing zone and the student landing zone displayed similar trends as those for the Airport runway, with a general decrease in wind velocity effect observed at the parachute landing zones farther south and east with the Proposed Project in place. The magnitude of these velocity reductions is less than the values observed for the existing conditions at the southern end of the runway across all measured wind directions. In each wind direction case, the resulting magnitude of the crosswind and vertical mean velocity with the Proposed Project in place is less than existing conditions observed at the southern end of the runway. Additionally, increases in turbulence intensity were measured at the north end of the runway for wind direction between 212 degrees and 302 degrees, however, the magnitude of the turbulence is considered de minimis and was less than existing conditions measured at other runway locations.

In short, the Wind Tunnel Velocity Measurement Report confirmed that wind conditions over the runway and parachute landing zones with the Proposed Project would be no more severe than under the existing worst-case conditions at the Airport.

Ultimately, the Wind Tunnel Velocity Measurement Report determined that implementation of the Proposed Project would not impact the use of the Airport and would result in a decrease in effect and magnitude of velocity and magnitude of turbulence compared to existing conditions. The Wind Tunnel Velocity Measurement Report determined that the Proposed Project would not result in the

creation of any hazards to airport operations at Perris Valley Airport and does not involve any prohibited uses.

Section 4.11, Noise, of this EIR addresses noise exposure for March ARB/IPA operations. As identified, Compatibility Zone E encompasses areas of Other Airport Environs.

The Project Site abuts Perris Valley Airport and shares a boundary with a Perris Valley Airport runway. Per the Perris Valley ALUCP, the Project Site lies within the Perris Valley Airport Influence Area Boundary, and includes land mapped in Compatibility Zones B1, B2, C, and D (as shown in Exhibit PV-6 of the Perris Valley ALUCP). Additionally, Map PV-3 shows that portions of the Project Site are located within the 65 decibels (dB) Community Noise Equivalent Level (CNEL), 60 dB CNEL, and 55 dB CNEL noise contours (ALUC 2010).

The Proposed Project consists of industrial warehouse/distribution uses. Noise levels up to 70 A-weighted decibels (dBA) CNEL are normally compatible with industrial uses per the City's General Plan. Furthermore, per the Perris Valley ALUCP, industrial land uses (General Industrial and Light Industrial) are considered allowed uses within Compatibility Zones B1, B2, C, and D (ALUC 2010). However, the Proposed Project includes approximately 35,000 square feet of associated office use. Section 19.51.080 of the Perris Municipal Code includes a requirement of 45 dBA CNEL for office space. Section 19.51.080 of the Perris Municipal Code further states that standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior noise standard is 20 dB or less. As previously mentioned, the Project Site is located within the airport's 65 dB CNEL, 60 dB CNEL, and 55 dB CNEL noise contours. Therefore, with standard building construction, the associated office use would not be anticipated to have airport-related interior noise levels exceeding 45 dBA CNEL.

### ***ALUC Consistency Analysis***

Pursuant to California Public Utilities Code, Section 21676, local governments are required to submit all general plan and zoning amendments that occur in the ALUC planning areas for consistency review by ALUC. If deemed inconsistent with the ALUC plan, a local government may override the ALUC decision by a two-thirds vote of its governing body, if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670 of the Public Utilities Code. The purpose stated in Section 21670(a)(2) 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 in areas around public airports to the extent that these areas are not already devoted to incompatible uses." These provisions are inapplicable to the Proposed Project, because neither a general plan amendment, specific plan amendment, nor zone change is required for the Proposed Project to be

developed. As such, referral to ALUC is voluntary and optional and any determination by ALUC is merely advisory.

Here, the City of Perris referred the Proposed Project to ALUC for its review, in ALUC’s advisory capacity. On April 10, 2025, ALUC issued a determination of consistency with the 2011 Perris Valley ALUCP and the 2014 March ARB/IPA ALUCP. Therefore, the Proposed Project would not result in a significant impact related to aviation hazards.

### ***FAA Determination***

The Proposed Project would be subject to potential height restrictions by the FAA. The FAA is required under 14 CFR Part 77 to protect navigable airspace by studying proposed developments and issuing determinations that a project would not be a hazard to air navigation. On April 19, 2023, the FAA issued a “determination of no hazard to air navigation.” The aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided that the structure be marked and lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4, 5 (Red), and 15.

As discussed above, ALUC has issued a final determination of consistency with both the Perris Valley ALUCP and the March ARB/IPA ALUCP. Additionally, the development of the Proposed Project was found to minimize the effect and magnitude of velocity and magnitude of turbulence compared to existing conditions for the Airport and a less than significant impact would occur. The Proposed Project would not result in excessive noise for people residing or working on the Project Site. Therefore, a less than significant impact would occur.

### **Significance of Impact**

Less than Significant Impact.

#### **4.8.4.6 Threshold 6: Emergency Response or Evacuation Plans**

##### **Impact Analysis**

Emergency access throughout the Project Site, would be maintained, and provided in accordance with the County of Riverside’s Multi-Hazard Functional Plan, and would not interfere with adopted emergency response or evacuation plans. Additionally, the Project Site does not contain any emergency facilities, nor does it serve as an emergency evacuation route.

The Proposed Project would have right-in/right-out access for passenger cars only for Building 1. Driveway 2 along Goetz Road would have a private new driveway designed to align with Mountain Avenue and would allow for full access via a signalized intersection, only serving trucks for both Building 1 and Building 2. Driveway 3 along Goetz Road would have a right-in/right-out access driveway serving passenger cars only for Building 2. Finally, Driveway 4 along Ellis Avenue

would have right-in/right-out access for trucks to the truck/trailer lot. Site 2 for the Proposed Project would have an Emergency Exit at Driveway 5 along Case Road. Driveway 6 along Case Road would have full access for trucks and passenger cars to the truck trailer lot. During construction and long-term operation of the Proposed Project, adequate emergency access for emergency vehicles would have to be maintained along public streets that abut the Project Site.

As part of the City's discretionary review process, the City of Perris reviewed the Proposed Project's application materials to ensure that appropriate emergency ingress and egress would be available to and from the Project Site and that circulation on the Project Site was adequate for emergency vehicles. The Proposed Project would be required to comply with all applicable Fire Code and City Fire Department requirements and standards for access to ensure that adequate access is provided. Prior to any site development or future project approvals, all plans would be required to be submitted to the Fire Department for review and verification that they conform to all pertinent fire standards and requirements. Emergency response and evacuation for the City are based on numerous access routes. The Proposed Project would not interfere with the City's emergency operations plan or impede roadway access through removal or closure of any streets that provide through access. The Project Site fronts three streets, and any lane closures will require permits from the City. All construction activities would be required to be performed according to the standards and regulations of the City. Therefore, the Proposed Project would not alter off-site circulation near the Project Site and the Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Accordingly, implementation of the Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and impacts would be less than significant.

### **Significance of Impact**

Less Than Significant Impact.

#### **4.8.4.7 Threshold 7: Wildland Fires**

### **Impact Analysis**

The Project Site and surrounding areas include vacant land. The Project Site is not located adjacent to any wildlands or any undeveloped hillsides where wildland fires might be expected. Further, the Project Site is not located within or near a State Responsibility Area or in an area that is identified as being in a Very High Fire Hazard Severity Zone according to the Fire Hazard Severity Zones in the State Responsibility Area Map produced by CAL FIRE. Furthermore, the Project Site does not contain natural features that would exacerbate wildland fire risk. As such, no direct or indirect significant risk of loss, injury or death involving wildland fires would occur. Accordingly,

implementation of the Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires and no impact would occur.

### **Significance of Impact**

No Impact.

#### **4.8.5 Cumulative Impacts**

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

##### **4.8.5.1 Cumulative Threshold 1: Transportation, Use, and Disposal of Hazardous Materials**

##### **4.8.5.2 Cumulative Threshold 2: Accidental Releases**

The cumulative study area associated with hazardous materials is typically site-specific except where past, present, or proposed land uses would impact off-site land uses and people or where past, present, or foreseeable future development in the surrounding area would cumulatively expose a greater number of people to hazards (e.g., hazardous materials or waste contamination). Although the future occupants of the Proposed Project's warehouse buildings are not presently known, if businesses that use or store hazardous materials occupy the Project Site, the business owners and operators would be required to comply with all applicable federal, state, and local regulations to ensure proper use, storage, and disposal of hazardous substances. Such uses also would be subject to review and permitting requirements by the City of Perris or other oversight agencies, as appropriate. Similarly, any other developments in the area proposing the construction of uses with the potential for use, storage, or transport of hazardous materials also would be required to comply with applicable federal, state, and local regulations, and such uses would also be subject to review and permitting requirements by the City of Perris or other oversight agencies, as appropriate. Further, contractors would be required to comply with applicable regulations during construction. Therefore, the potential for release of toxic substances or hazardous materials into the environment, either through accidents or due to routine transport, use, or disposal of such materials, would be less than significant for the Proposed Project and development in the surrounding area. Accordingly, the Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to hazardous materials.

##### **4.8.5.3 Cumulative Threshold 3: Hazards to Nearby Schools**

The Project Site is not located within a quarter mile of an existing or planned school; therefore, the Proposed Project would not contribute to a cumulatively significant hazards/hazardous materials impact on any public or private schools located within a quarter mile of the site.

#### **4.8.5.4 Cumulative Threshold 4: Hazardous Materials Sites**

The Project Site is not located on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5. In the unlikely event that, hazardous materials are encountered beneath the surface of the Project Site during grading or construction, the materials would be handled and disposed of in accordance with regulatory requirements. Therefore, the Proposed Project would not contribute to a cumulatively significant hazardous materials impact associated with a listed hazardous materials site.

#### **4.8.5.5 Cumulative Threshold 5: Hazards from Nearby Airports**

The Project Site is within the Airport Influence Area for March ARB/IPA. As previously indicated, on April 10, 2025, ALUC issued a determination of consistency with the 2011 Perris Valley ALUCP and the 2014 March ARB/IPA ALUCP. Therefore, the Proposed Project would have a less than significant impact related to the potential to result in a safety hazard or excessive noise for people working at the Project Site. Cumulative development within the March ARB/IPA Airport Influence Area would similarly be required to demonstrate consistency with the March ARB/IPA ALUCP. Therefore, the Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to aviation hazards.

#### **4.8.5.6 Cumulative Threshold 6: Emergency Response or Evacuation Plans**

The Proposed Project would involve implementation of roadway and site access improvements and would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan area (i.e., the County of Riverside Multi-Hazard Functional Plan). Similarly, cumulative development in proximity to the Project Site would be implemented in compliance with the General Plan, including the construction of required roadways and site access. The Proposed Project would not contribute to any cumulative impacts associated with an adopted emergency response plan or emergency evacuation plan.

#### **4.8.5.7 Cumulative Threshold 7: Wildland Fires**

The Project Site is not located within or in proximity to areas identified as being subject to wildland fire hazards. Additionally, surrounding areas that are currently vacant would be developed in a manner consistent with jurisdictional requirements for fire protection, and would generally decrease the fire hazard potential in the local area. As such, fire hazards are anticipated to decline over time, and the Proposed Project would not contribute to any cumulative impacts related to wildland fires.

## **4.8.6 Levels of Significance Before Mitigation**

### **4.8.6.1 Threshold 1: Transportation, Use, and Disposal of Hazardous Materials**

With compliance with applicable regulations, operation of the Proposed Project would result in a less than significant impact related to a significant risk to the public or the environment through the potential routine transport, use, or disposal of hazardous materials. The Proposed Project would have the potential to encounter unknown contaminated soils during construction through earthmoving activities.

### **4.8.6.2 Threshold 2: Accidental Releases**

The Proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during operation. The Proposed Project would have the potential to encounter unknown contaminated soils during construction through earthmoving activities.

### **4.8.6.3 Threshold 3: Hazards to Nearby Schools**

The Project Site is not located within a quarter mile of an existing or proposed school.

### **4.8.6.4 Threshold 4: Hazardous Materials Sites**

Though the Project Site was identified on the DTSC Hazardous Waste Tracking System for disposal of hazardous wastes in 2010, 2011, and 2013, based on the returned compliance status of the violations and absence of reported records for releases, further environmental investigation or cleanup, these listings are not considered an environmental concern. A less than significant impact would occur.

### **4.8.6.5 Threshold 5: Hazards from Nearby Airports**

Development of the Proposed Project was found to minimize the effect and magnitude of velocity and magnitude of turbulence compared to existing conditions for the Airport and a less than significant impact would occur. Additionally, the Proposed Project would not result in excessive noise for people residing or working on the Project Site. As previously indicated, on April 10, 2025, ALUC issued a determination of consistency with the 2011 Perris Valley ALUCP and the 2014 March ARB/IPA ALUCP. Therefore, the Proposed Project would not result in a significant impact related to aviation hazards.

### **4.8.6.6 Threshold 6: Emergency Response or Evacuation Plans**

The Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

#### **4.8.6.7 Threshold 7: Wildland Fires**

The Proposed Project would not expose people or structures, either directly or indirectly to a significant risk of loss, injury, or death involving wildland fires.

#### **4.8.7 Mitigation Measures**

**MM HAZ-1** Prior to any excavation or soil removal action on a known contaminated site, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is encountered, complete characterization of the soil and groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to Land Disposal restrictions. If site remediation involves the removal of contamination, then contaminated material will need to be transported off site to a licensed hazardous waste disposal facility. If any implementing development projects require imported soils, proper sampling shall be conducted to make sure that the imported soil is free of contamination.

#### **4.8.8 Levels of Significance After Mitigation**

##### **4.8.8.1 Threshold 1: Transportation, Use, and Disposal of Hazardous Materials**

With incorporation of mitigation measure MM HAZ-1, a less than significant impact would occur.

##### **4.8.8.2 Threshold 2: Accidental Releases**

With incorporation of mitigation measure MM HAZ-1, a less than significant impact would occur.

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