4.8 Hazards and Hazardous Materials

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

- Phase I Environmental Site Assessment Report, Placentia Avenue Perris, Partner Engineering and Science, Inc, August 2023 (Appendix G)

For purposes of this Environmental Impact Report (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 was one Notice of Preparation comment received regarding the analysis of hazards and hazards materials. The Riverside County Airport Land Use Commission (ALUC) confirmed that the Project Site is within Zone C1 and Zone D of the March Air Reserve Base/Inland Port Airport (March ARB/IPA) Airport Influence Area; however, because the City of Perris is consistent with the compatibility plan for March ARB/IPA, they have noted that the City can conduct the review themselves, unless the Proposed Project proposes a legislative action such as a change of zone or a Specific Plan Amendment. The Proposed Project requires a Specific Plan Amendment to the Perris Valley Commerce Center Specific Plan (PVCCSP) to vacate and remove the non-developed planned street and Murrieta Road between Placentia Avenue and the Perris Valley Storm Drain Channel. Though the Proposed Project requires a Specific Plan Amendment, the Proposed Project was found by the Riverside County ALUC to be consistent with the 2014 March Air Reserve

Base/Inland Port Airport Land Use Compatibility Plan (ALUCP). No comments regarding hazards or hazardous materials were raised at the Draft EIR scoping meeting on December 19, 2023.

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 act 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 Emergency 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 2020)

The Hazardous Materials Transportation Act is enforced by use of compliance orders [49 United States Code [USC] 1808(a)], civil penalties [49 USC 1809(b)], and injunctive relief (49 USC 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 Hazardous Materials Transportation Act requirement.

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 Act 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 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. 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 Program became effective on January 1, 1997, in response to Senate Bill 1889. The program aims to be proactive by requiring businesses to prepare Risk Management Plans, which are detailed engineering analyses of the potential accident factors present at a business and include mitigation measures that can be implemented to reduce this accident potential. This requirement is coupled with the requirements for preparation of Hazardous Materials Business Plans under the Unified Program, implemented by the Certified Unified Program Agency.

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 California Department of Forestry and Fire Protection (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 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 reuse 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. The State of California's Division of Occupational Safety and Health, commonly referred to as Cal/OSHA, is the principal agency that oversees plan enforcement and consultation. In addition, the State of California's program has an independent Standards Board responsible for promulgating 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 Plan applies to all public and private sector places of employment in the state, 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 (Code of Federal Regulations) 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 Corona 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 Plan 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 California Accidental Release Prevention Program, and the Underground Storage Tank 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 the 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 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 Federal Aviation Administration (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 California Environmental Quality Act (CEQA) 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.

As previously identified, the nearest airport to the Project Site is March ARB/IPA located approximately 3.2 miles north of the Project Site. On November 13, 2014, the Riverside County ALUC adopted the March ARB/IPA Airport Land Use Compatibility Plan (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 Compatibility Zone C1 (Primary Approach/Departure Zone) of the March ARB/IPA ALUCP. Compatibility Zone C1 encompasses most of the projected 60 decibels (dB) community noise equivalent level (CNEL) contour plus immediately adjoining areas. The zone boundary follows geographic features. Accident potential risks are moderate in that aircraft fly at low altitudes over or near the zone. With regards to the maximum density for "other uses" in Zone C1, the ALUCP allows an average intensity (people per acre) of 100. This means the total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. The ALUCP allows a single-acre intensity of 250. Clustering of non-residential development is permitted; however no single acre of a project site shall exceed the indicated number of people per acre. Special risk-reduction building design measures are not applicable to March ARB/IPA.

Prohibited noise-sensitive outdoor non-residential uses in Zone C1 include major spectator-oriented sports stadiums, amphitheaters, concert halls, and drive-in theaters. Prohibited hazards to flight in Zone C1 include physical, visual, and electronic forms of interference to aircraft operations, land uses that attract birds, and certain farming activities. In Zone C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than 45 dB CNEL.

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 Certified Unified Program Agency. The Certified Unified Program Agency also ensures local compliance with all applicable hazardous materials regulations. The Certified Unified Program Agency with responsibility for the City of Perris is the Riverside County Department of Environmental Health . The 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 (Riverside 2018).

Local

March ARB/IPA Airport Overlay Zone

In 2014, and subsequent to approval of the City of Perris 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. 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; and, Ordinance Number 1332 approving SPA 16-05025 to amend the PVCCSP to update the Airport Overlay Zone Section (Section 12) 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 Riverside County ALUC 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 4.10-3, City of Perris General Plan Consistency Analysis, in Section 4.10, Land Use and Planning, of this EIR.

4.8.1.2 Existing Conditions

Section 4.6, Hazards and Hazardous Materials, of the PVCCSP EIR, identifies that the Perris Valley Commerce Center (PVCC) area and surrounding areas are in transition from agricultural land uses to a mix of commerce, industrial, and business park uses. Further, the Perris Valley Commerce Center (PVCC) area, including the Project Site, is south of and within the Airport Influence Area of March ARB/IPA, and subject to regulations associated with development near March ARB/IPA. The Project Site is currently undeveloped. The Project Site was historically either undeveloped or used for agricultural activities. 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.

Historical Review, Regulatory Records Review, and Field Reconnaissance

Partner Engineering and Science (Partner) obtained historical use information about the Project Site 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 Project Site and surrounding area obtained from Environmental Data Resources in August 2023.

Based on the historical research and interviews, the Project Site appears to be agriculturally developed or vacant land from 1938 to 2014. From 2016 to at least 2020, the northwest corner of the Project Site was developed as a fenced commercial parcel (truck trailer parking). Tenants on the Project Site included Maria Gonzales (2008). No potential environmental concerns were identified in association with the current or former use of the Project Site.

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 Project Site. 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 Project Site. 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 Project Site; 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

Field reconnaissance was conducted on July 28, 2023. There were no potential environmental concerns identified during the on-site reconnaissance. It was found that no solid waste is currently generated at the Project Site. Tires and minor debris were observed on the parcels. No other evidence of illegal dumping of solid waste was observed at the Project Site during the site reconnaissance. It was found that no wastewater treatment facilities are located at the Project Site.

No surface impoundments, wetlands, natural catch basins, settling ponds, or lagoons are located at the Project Site. No drywells were identified at the Project Site during the site reconnaissance. No aboveground evidence of wells or cisterns was observed during the site reconnaissance. Water wells may be located at the Project Site due to the historical agricultural use. If encountered, the water wells should be abandoned and removed under local requirements. The City of Perris adopts by reference and enacts into law Chapter 13.20 (Water Wells) of the Riverside County Code, relating to well monitoring, drilling and abandonment. Wells should be removed under the inspection of the Geotechnical Engineer and recommendations provided by the Geotechnical

Engineer and city, county, or state agencies. If such structures are found, the Geotechnical Engineer should be notified as soon as possible so that recommendations can be provided.

No septic systems were observed or reported at the Project Site. Stockpiled soil and concrete block debris were observed on the 300-170-017 parcel at the northeast corner of Wilson and Placentia Avenues.

No hazardous substances or petroleum products were observed at the Project Site during the site reconnaissance. No evidence of Aboveground and Underground Hazardous Substance or Petroleum Product Storage Tanks such as fill ports, piping, or vent pipes was observed or reported on site. No spills, stains, or other indications that a surficial release has occurred at the Project Site were observed. No potential polychlorinated biphenyls-containing equipment (e.g., transformers, oil-filled switches, hoists, lifts, dock levelers, hydraulic elevators) 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 at the Project Site during site reconnaissance.

Relationship to March ARB/IPA

March ARB/IPA is bordered by the City of Riverside to the northwest, the City of Moreno Valley to the northeast, the City of Perris to the south, and the County of Riverside to the west. The land uses in the vicinity of March ARB/IPA are generally compatible with base operations. The Project Site is located approximately 3.2 miles southeast of March ARB/IPA. March ARB/IPA consists of two runways. The primary runway (Runway 14-32) is 13,300 feet in length and is oriented north-northwest/south-southeast. The length, width, and pavement strength of Runway 14-32 enables the accommodation of nearly any type of military or civilian aircraft. The second smaller runway, Runway 12-30, is just over 3,000 feet in length and its use is restricted to military-related light aircraft (helicopters and Aero Club airplanes). Civilian use of Runway 12-30 is not permitted.

The March ARB/IPA ALUCP was adopted by the Riverside County ALUC in 2014. The Project Site is within March ARB/IPA Compatibility Zone C1 and Zone D. Zone C1 is the Primary Approach/ Departure Zone. Zone C1 is within or near the 60-CNEL contour. Accident potential risks are moderate in that aircraft fly at low altitudes over or near the zone. Single-event noise levels are potentially disruptive in this zone. Zone D is the Flight Corridor Buffer. Zone D is mostly within the 55 dB CNEL contour. Accident potential risks are considered low. There is more concern with respect to individual loud events than with cumulative noise contours.

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 CAL FIRE's Fire and Resources Assessment Program, the Project Site is not located in a Very High Fire Hazard Severity Zone (CAL FIRE 2024).

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 HAZ-1:** Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- **Threshold HAZ-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 HAZ-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 HAZ-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 HAZ-5:** For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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 HAZ-6:** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- **Threshold HAZ-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 Requirements

No regulatory requirements 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.

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to hazards and hazardous materials. These Standards and Guidelines (summarized below) are incorporated as part of the Proposed Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections.

4.0 On-Site Design Standards and Guidelines

4.2 On-Site Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines

- Uses Affecting March Air Reserve Base
- Avigation Easements

Airport Overlay Zone (Chapter 12.0 of PVCCSP)

Compatibility with March ARB/IP ALUCP.

The PVCCSP is in March ARB/IP safety zones and therefore all development shall comply with the following measures:

- Avigation Easement
- Noise Standard
- Land Use and Activities
- Retention and Water Quality Basins
- Notice of Airport in the Vicinity
- Disclosure
- Lighting Plans
- Height Restrictions per Federal Aviation Regulations Part 77
- Form 7460-1 (Notice of Proposed Construction or Alteration)

The PVCCSP EIR includes mitigation measures for potential impacts related to hazards and hazardous materials, which are listed below. Applicable mitigation measures which are required to be implemented in connection with Project development, construction, and operation are identified below and are assumed in the analysis presented in this section.

MM Haz 1 Any proposed industrial uses located within one-quarter mile of Val Verde High School (located at 972 Morgan Street, between Nevada Road and Webster Avenue, Perris, CA) or any other existing or proposed school shall perform project-level CEQA review to determine the potential for project specific impacts associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste.

MM Haz 2 Prior to the recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to the March ARB/March Inland Port Airport Authority.

MM Haz 3 Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.

MM Haz 4 The following notice shall be provided to all potential purchasers and tenants:

"This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A)."

MM Haz 5 The following uses shall be prohibited:

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

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

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

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

(e) All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

MM Haz 6 A minimum of 45 days prior to submittal of an application for a building permit for an implementing development project, the implementing development Project Owner/Developer shall consult with the City of Perris Planning Department to determine whether any implementing project-related vertical structures or construction equipment will encroach into the 100-to-1 imaginary surface surrounding the March ARB. If it is determined that there will be an encroachment into the 100-to-1 imaginary surface, the implementing development Project Owner/Developer shall file a FAA Form 7460-1, Notice of Proposed Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the implementing development Project Owner/Developer and the Perris Planning Division will work with FAA to resolve any adverse effects on aeronautical operations.

MM Haz 7 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/or 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.

4.8.4.1 Threshold HAZ-1: Transportation, Use, and Disposal of Hazardous Materials

Impact Analysis

As identified in Section 4.6 of the PVCCSP EIR, new commercial and industrial uses in the PVCC area could involve the transport, use, storage, and disposal of hazardous materials. However, with required compliance with federal, state, and City regulations, standards, and guidelines pertaining to hazardous materials management, proposed commercial and industrial developments would not create a significant hazard to the public or the environment through routine use, storage, or disposal of hazardous materials; the impact was determined to be less than significant.

Construction Impacts

Heavy equipment (e.g., dozers, excavators) would operate on the Project Site during construction of the proposed building 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 requirements imposed by the EPA, California DTSC, South Coast Air Quality Management District (discussed in Section 4.2, Air Quality, of this EIR), and the 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, PVCCSP EIR mitigation measure MM Haz 7 as described above, 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.

Operational Impacts

Operation of the concrete tilt up warehouse building 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 of the proposed warehouse is 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 Code of Federal Regulations (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 Proposed Project; 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 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.

Consistent with the conclusion of the PVCCSP EIR, 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. No additional mitigation is required.

Significance of Impact

Less Than Significant Impact.

4.8.4.2 Threshold HAZ-2: Accidental Releases

Impact Analysis

Hazards from Existing and Previous Uses

The Phase I ESA prepared for the Proposed Project identifies that the Project Site is currently undeveloped and was historically used for agricultural operations. There were no Recognized Environmental Conditions, historical recognized environmental conditions, or controlled recognized environmental conditions identified for the Project Site.

There were no indications of a septic system or cesspool observed at the Project Site. Therefore, there would be no impacts related to encountering unidentified septic systems.

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

As identified in Section 4.6 of the PVCCSP EIR, 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, proposed commercial and industrial developments 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. The impact was determined to be less than significant.

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, PVCCSP EIR mitigation measure MM Haz 7 presented above, would be implemented and would fully address the presence of contaminated soil through appropriate sampling and testing, disposal, and remediation.

Upon buildout, warehouse uses would be operated on 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 site. Manufacturing and other chemical processing would not occur within the proposed 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. This potential impact would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.8.4.3 Threshold HAZ-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 Triple Crown Elementary School located at 530 Orange Avenue, Perris, CA 92571 (approximately 0.4 mile southwest 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 HAZ-4: Hazardous Materials Sites

Impact Analysis

Based on the Regulatory Records included in the Phase I ESA, the Project Site is not included on any regulatory agency database reports (Appendix G). Further, according to the DTSC Cortese list, compiled pursuant to Government Code Section 65962.5, no hazardous materials sites are located within or adjacent to the Project Site. Similarly, based on the Cortese list provided by the DTSC, there are no other such sites in the vicinity of the Project Site or that would have an effect on the Proposed Project, or on workers or visitors at the Project Site.

Significance of Impact

No Impact.

4.8.4.5 Threshold HAZ-5: Hazards from Nearby Airports

Impact Analysis

As previously identified, the nearest airport to the Project Site is March ARB/IPA located approximately 3.2 miles northwest of the Project Site. The Project Site is within the Airport Influence Area and the City's AOZ. Safety of people and property on the ground near March ARB/IPA is of primary importance in achieving compatible land use. The occupancy limits and safety zones for March ARB/IPA are established in the 2014 March ARB/IPA ALUCP.

According to the March ARB/IPA ALUCP, the Project Site is located within Compatibility Zone C1 (Primary Approach/Departure Zone) and Zone D (Flight Corridor Buffer). As presented in Table MA-2, Basic Compatibility Criteria, of the 2014 March ARB/IPA ALUCP and Table 12.0-1, March ARB/IP Basic Compatibility Criteria Table, of the PVCCSP, Compatibility Zone C1 allows a non-residential, average land use intensity of 100 people per acre, and a single-acre land use intensity of 250 people per any single acre. Compatibility Zone D does not have a restriction on a non-residential, average land use intensity.

With an estimated occupancy rate of one person per 500 square feet as determined by the California Building Code, and a building size of 578,265 square feet, the occupancy for the building would be approximately 1,157 people. With this estimated occupancy of people, based on the California Building Code method for determining concentration of people, it would result in an average of 43 people per acre (based on a net site acreage of approximately 27.25 acres). This average occupancy is substantially below the 100 people per acre average intensity for Compatibility Zone C1.

As identified on Table MA-2 of the 2014 March ARB/IPA ALUCP, prohibited uses within Compatibility Zone C1 includes children's schools, daycare centers, libraries, hospitals, congregate care facilities, hotels/motels, places of assembly, noise-sensitive outdoor non-residential uses, critical community infrastructure, and hazards to flight. Prohibited uses within Compatibility Zone D include hazards to flight only. The Proposed Project does not involve any of these prohibited uses. Other development conditions for Compatibility Zone C1 include discouragement of critical community infrastructure facilities, discouragement of aboveground bulk storage for hazardous materials, sound attenuation as necessary to meet interior noise level criteria, requirement of airspace review for objects greater than 70 feet tall, notification of electromagnetic radiation, and deed notice and disclosure.

Other development conditions for Compatibility Zone D include discouragement of major spectator-oriented sports stadiums, amphitheaters, concert halls, notification of electromagnetic radiation, and deed notice and disclosure.

As further discussed below, the Proposed Project incorporates PVCCSP EIR mitigation measures MM Haz 2 through MM Haz 6, which reflect the PVCCSP Standards and Guidelines addressing March ARB/IPA requirements outlined in the ALUCP, including these hazards to flight.

Section 4.11, Noise, of this EIR addresses noise exposure for March ARB/IPA operations. As identified, Compatibility Zone C1 encompasses areas of Primary Approach/Departure Zone, Compatibility Zone D encompasses the Flight Corridor Buffer.

The majority of the Project Site is mostly within or near the 55 to 60 dB CNEL noise contour boundaries. These noise levels would not exceed the City's General Plan land use compatibility standard of 70 dB CNEL for industrial land uses.

The proposed warehouse uses would not involve an electromagnetic radiation component and would not conflict with March ARB/IPA operations or radio communications (e.g., microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment). Further, PVCCSP EIR mitigation measure MM Haz 2 requires the Project Owner/Developer to convey an avigation easement to the March ARB/IP Airport Authority, mitigation measure MM Haz 3 requires that outdoor lighting be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane, and mitigation measure MM Haz 4 requires that all potential purchasers and tenants be notified that the property is located in the vicinity of an airport, within an Airport Influence Area.

Based on the analysis presented above, and with incorporation of PVCCSP EIR mitigation measures MM Haz 2 through mitigation measure MM Haz 6, the Proposed Project would not result in a conflict with any of the policies or requirements outlined in the March ARB/IPA ALUCP. Because the ALUCP is intended to minimize potential hazards associated with March ARB/IPA, it is concluded that the Proposed Project would not result in a safety hazard for people residing or excessive noise for people working on the Project Site. Accordingly, potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.8.4.6 Threshold HAZ-6: Emergency Response or Evacuation Plans

Impact Analysis

As identified in the PVCCSP EIR Initial Study (Section 9, Hazards and Hazardous Materials), emergency access throughout the PVCC area, including the Project Site, would be maintained, and provided in accordance with the County of Riverside's Multi-Hazard Functional Plan, and development pursuant to the PVCCSP 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.

An emergency vehicle only driveway would be provided at the southeast corner of the Project Site on Placentia Avenue. 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 two 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 HAZ-7: Wildland Fires

Impact Analysis

As identified in the PVCCSP EIR Initial Study (Section 9, Hazards and Hazardous Materials), the PVCC area, including the Project Site, is not adjacent to any wildlands or undeveloped hillsides where wildland fires would be expected to occur, and the City of Perris General Plan Safety Element does not designate the PVCC area as being within a Very High Fire Hazard Severity Zone. Also, according to CAL FIRE, the Project Site is not located in a Very High Fire Hazard Severity Zone (CAL FIRE 2024). No wildlands are located on the Project Site and the Project Site is surrounded by developed properties, paved roads, and maintained vacant sites. 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 HAZ-1: Transportation, Use, and Disposal of Hazardous Materials

4.8.5.2 Cumulative Threshold HAZ-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 proposed building is 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 HAZ-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 HAZ-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 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 HAZ-5: Hazards from Nearby Airports

The Project Site is within the Airport Influence Area for March ARB/IPA and would not conflict with requirements outlined in the March ARB/IPA ALUCP, PVCCSP, and PVCCSP EIR. 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 residing or working on 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 and adhere to requirements outlined in the PVCCSP and PVCCSP EIR (for projects in the PVCC area). 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 HAZ-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-Jurisdictional Hazard Mitigation Plan). Similarly, cumulative development in proximity to the Project Site would be implemented in compliance with PVCCSP, 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 HAZ-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 HAZ-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.

4.8.6.2 Threshold HAZ-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 construction operation.

4.8.6.3 Threshold HAZ-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 HAZ-4: Hazardous Materials Sites

The Proposed Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5.

4.8.6.5 Threshold HAZ-5: Hazards from Nearby Airports

The Proposed Project would not cause in a safety hazard related to aircraft operations.

4.8.6.6 Threshold HAZ-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 HAZ-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

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

4.8.8 Levels of Significance After Mitigation

Not applicable.

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