# Draft Environmental Impact Report

SCH No. 2024110841

# Vallarta Market Place Commercial Shopping Center Project

(CUP-05264 and DPR 24-00014)

Lead Agency:

City of Perris

101 North D Street

Perris CA, 92570

March 2025

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# ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

| Acronym | Definition |
|---|---|
| > | greater than |
| ≥ | greater than or equal to |
| a.m. | Ante Meridiem (between the hours of midnight and noon) |
| AB | Assembly Bill |
| AB 617 | Community Air Protection Program |
| AB 939 | California Solid Waste Integrated Management Act |
| AB 2595 | California Clean Air Act |
| ADA | Americans with Disabilities Act |
| AIA | Airport Influence Area |
| AICUZ | Air Installation Compatible Use Zone |
| ALUC | Airport Land Use Commission |
| ALUCP | Airport Land Use Compatibility Plan |
| APN | Assessor Parcel Number |
| AQMD | Air Quality Management District |
| AQMP | Air Quality Management Plan |
| BMPs | Best Management Practices |
| BTU | British Thermal Units |
| CA | California |
| CalEEMod™ | California Emissions Estimator Model |
| CalEPA | California Environmental Protection Agency |
| CALGreen | Title 24 California Green Building Standards Code |
| CAP | Climate Action Plan |
| CARB | California Air Resources Board |
| CDFW | California Department of Fish and Wildlife |
| CEQA | California Environmental Quality Act |
| $CH_4$ | Methane |
| CNEL | Community Noise Equivalent Level |
| CO | Carbon Monoxide |
| $CO_2$ | Carbon Dioxide |
| $CO_2e$ | Carbon Dioxide Equivalent |
| CUP | Conditional Use Permit |
| dB | Decibel |
| dBA | A-weighted Decibels |

| | |
|---|---|
| DIF | Development Impact Fee |
| DPR | Development Plan Review |
| EIR | Environmental Impact Report |
| EMWD | Eastern Municipal Water District |
| EV | Electric Vehicle |
| GHG | Greenhouse Gas |
| HFCs | Hydrofluorocarbons |
| HVAC | Heating Ventilation and Air Conditioning |
| I-215 | Interstate 215 |
| ITE | Institute of Transportation Engineers |
| Ldn | Day-Night Average Noise Level |
| Leq | Equivalent Continuous Sound Level |
| $L_{max}$ | Maximum level measured over the time interval |
| LOS | Level of Service |
| LSTs | Localized Significance Thresholds |
| March ARB/IPA | March Air Reserve Base/Inland Port Airport |
| mg | milligrams |
| MLD | Most Likely Descendent |
| mm | Millimeters |
| MSHCP | Multiple Species Habitat Conservation Plan |
| MT | metric ton |
| $MTCO_2e$ | Metric Tons of Carbon Dioxide Equivalent |
| ND | No Data |
| NAHC | Native American Heritage Commission |
| NOx | Nitrogen Oxides |
| $N_2O$ | Nitrous Oxide |
| $O_3$ | Ozone |
| PCR | California Public Resources Code |
| p.m. | Post Meridiem (between the hours of noon and midnight) |
| PM | Particulate Matter |
| $PM_{2.5}$ | Fine Particulate Matter (2.5 microns or smaller) |
| $PM_{10}$ | Fine Particulate Matter (10 microns or smaller) |
| ppb | parts per billion |

| | |
|---|---|
| ppm | parts per million |
| PPV | Peak Particle Velocity |
| PRIMMP | Paleontological Resource Impact Mitigation Monitoring Program |
| PV | photovoltaic |
| PVRWRF | Perris Valley Regional Water Reclamation Facility |
| ROG | Reactive Organic Gases |
| RTA | Riverside Transit Agency |
| RWQCB | Regional Water Quality Control Board |
| SB | Senate Bill |
| SB 32 | Senate Bill 32 |
| SB 375 | California Senate Bill 375, Sustainable Communities and Climate Protection Act of 2008 |
| SB 1078 | California Renewable Portfolio Standards |
| SCAG | Sothern California Association of Governments |
| SCE | Southern California Edison |
| SCH | California State Clearinghouse (Governor's Office of Land Use and Climate Innovation) |
| SCS | Sustainable Communities Strategy |
| SEL | Single Event Level |
| $SF_6$ | Sulfur Hexafluoride |
| $SO_2$ | Sulfur Dioxide |
| SoCalGas | Southern California Gas Company |
| TDM | Transportation Demand Management |
| U.S. | United States |
| UWMP | Urban Water Master Plan |
| VdB | Vibration Decibels |
| VHFHSZ | Very High Fire Hazard Severity Zone |
| VMT | Vehicle Miles Traveled |
| VOC | Volatile Organic Compounds |
| WQMP | Water Quality Management Plan |

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# 1.0 EXECUTIVE SUMMARY

## 1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) (California Public Resources Code, Sections 21000 et seq.) requires that lead agencies consider the potential environmental consequences of projects over which they have discretionary approval authority prior to taking approval action on such projects. An Environmental Impact Report (EIR) is a public document designed to provide local and State government agency decision-makers, special districts, and the public with an analysis of potential environmental consequences to support informed decision making.

This EIR has been prepared to identify, analyze, and mitigate, to the extent feasible, the potential significant environmental effects associated with the construction and implementation of the proposed Vallarta Market Place Community Shopping Center Project (herein referred to as the "Project"), which is located within the City of Perris.

This EIR has been prepared pursuant to the requirements of the CEQA and the Guidelines for the Implementation of the California Environmental Quality Act (State CEQA Guidelines, found in Title 14, California Code of Regulations, Chapter 3, Section 15000 et seq.). This is a project specific Draft EIR. The City of Perris is the lead agency for the Project under CEQA and is responsible for preparing this EIR. The City, as the lead agency, will review and consider the Draft EIR and the Final EIR in its decision to approve, revise, or deny the Project.

A summary description of the proposed development and actions is provided in Section 1.3 below, and a complete description of the Project is provided in Section 3.0, *Project Description* of this EIR. This EIR focuses on those environmental impacts identified as potentially significant in the Notice of Preparation completed for this Project (refer to Section 2.3., *Scope of this Draft EIR*, and Appendix A of this EIR).

The City of Perris has reviewed and revised, as necessary, all submitted drafts, technical studies, and reports for consistency with City policies and requirements and this EIR reflect its own independent judgment. Preparation of this EIR included reliance on appropriate City technical personnel and a review of all technical subconsultant reports.

This Executive Summary has been prepared in accordance with Section 15123(b) of the State CEQA Guidelines, which states that an EIR should contain a brief summary of the proposed actions and its consequences and should identify: 1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; 2) areas of controversy known to the lead agency; and 3) issues to be resolved, including the choice among alternatives and how to mitigate significant effects.

## 1.2 PROJECT LOCATION AND SETTING

The Project site (Assessor's Parcel Number APN 300-260-001-08) is comprised of approximately 10.55 acres located within the Central Core planning area (Planning Area 5) of the City of Perris at the southeastern corner of Placentia Avenue and North Perris Boulevard. It is located approximately 0.9 mile east of Interstate 215 (I-215), approximately 8.3 miles south of State Route (SR-) 60 and approximately 1.3 miles south of March Air Reserve Base/Inland Port Airport (March ARB/IPA). The Project site is located adjacent to and south of the Mid County Parkway, a planned 16-mile transportation corridor between the Perris and San Jacinto areas. The eastern-most segment follows the Placentia Avenue alignment between I-215 and Redlands Avenue. Figure 3-1 depicts the Project site in relation to the region. Figure 3-2 depicts the Project Site in relation to the surrounding area and surrounding land use. The Project site is located along the south side of Placentia Avenue east of North Perris Boulevard. The site abuts single-family residences to the east along the west side of Genuine Risk Street and to the south along the north side of Chant Street.

## 1.3 PROJECT DESCRIPTION

The Vallarta Market Place Community Shopping Center project is the proposed construction and operation of eight new commercial/retail buildings on the 10.55-acre Project site. The following describes the project components and addresses on- and off-site improvements that would be required to accommodate the proposed uses.

**Vallarta Supermarket.** The Project applicant would construct and operate a new 59,371-square-foot grocery store/supermarket along the eastern portion of the Project site. One delivery dock would be located at the rear of the building (east side). Pursuant to Section 5.106.5.5.1 of the 2022 California Green Building Standards (CALGreen) Code, raceways, busways, and additional electrical capacity for transformers, service panels, or subpanels would be provided to facilitate the future installation of electric vehicle supply equipment for medium- and heavy-duty electric delivery trucks.

**Junior Anchor Building**. A 15,593-square-foot retail building would abut the supermarket building to the south. This would be a single-story building with parking and delivery provided at the rear of the building (east side).

**Convenience Store/Fueling Station.** A 4,913-square-foot convenience store and fueling station would be located at the northwest corner of the site. A total of eight fueling positions and 16 pumps would be constructed. A total of 14 parking spaces would be located proximal to the convenience store to provide employee, customer and vendor parking.

**Coffee Quick Service Restaurant.** A 2,367-square-foot quick service restaurant dine-in/drive-thru coffee shop building would be constructed adjacent to and south of the convenience store buildings. The drive-thru menu board and pick-up window would be located along the west side of the building facing North Perris Boulevard. Eight parking spaces for quick service restaurant building 1 would be on the east side of the building.

**Quick Service Restaurant Building 2.** A 2,079-square-foot quick service restaurant building would be provided along the western side boundary, south of the coffee quick service restaurant building. The

drive-thru menu board and pick-up window would be located along the west side of the building facing Perris Boulevard. A total of five parking spaces and one accessible space would be provided in front (east side) of the building. The remainder of parking would be provided in the adjacent parking lot.

**Quick Service Restaurant Building 1.** A 2,621-square-foot quick service restaurant building would be provided along the western side boundary at the southwest corner of the site, south of the quick service restaurant building 1 The drive-thru menu board and pick-up window would be located on the south side of the building. A total of eight parking spaces and two accessible spaces would be provided on the east side of the building. A total of seven spaces would be provided on the north side of the building. The remainder of parking would be provided in the adjacent parking lot.

**Retail Building 1.** A 7,520-square-foot retail building would abut the supermarket building to the north. This would be a single-story building with parking and delivery provided at the rear of the building (east side).

**Retail Building 2.**A 7,000-square-foot retail building would be located near the northeast corner of the site, north of the supermarket building. This would be a single-story building with parking and delivery provided at the front (south side) and east side of the building.

A total of six access driveways would be provided – three along Placentia Avenue and three along Perris Boulevard. One driveway along Placentia Avenue and one driveway along Perris Boulevard would provide two-lane ingress/egress access. Two additional driveways along Placentia Avenue and two driveways along Perris Boulevard would provide single-lane access. Delivery vehicles for the grocery store and retail buildings would use the driveways at the northeast and southwest corners of the site.

A total of 489 parking spaces are proposed. The total would include 18 accessible spaces. Pursuant to Section 5.106.5.3.1 of the 2022 CALGreen Code, at least 70 electric vehicle (EV) capable parking spaces would be provided while at least 26 of these spaces, including one ADA space would provide EV chargers at the time that the Project begins operations. More chargers would be added based on demand.

The proposed Project includes the extension of sewer, water, storm drain, electricity and telephone/data lines to the site. Communication services, including digital cable and high-speed internet services, in the City of Perris are primarily provided by Spectrum and Earthlink as well Frontier Communications. Solid waste collection and transport in the City of Perris is collected by CR&R Environmental Services.

At the time that this Draft EIR was prepared, with the exception of the Vallarta Supermarket, the future occupants of the proposed buildings have not been specified. The proposed supermarket would operate between the hours of 7:00 a.m. and 10:00 p.m. during which time all daily deliveries would occur. No deliveries would occur outside of business hours. The supermarket is expected to employ around 225 people with approximately 80 employees working at any one time. The retail stores are expected to operate during normal daytime/evening business hours. No quick service restaurant tenants have been identified at this time so the operating hours are unknown. It is assumed that the quick service restaurants would not operate 24-hours per day. The convenience store and fueling station could operate 24 hours per day.

### 1.3.1 PROJECT ALTERNATIVES

In accordance with Section 15126.6 of the State CEQA Guidelines, Section 5.0 of this EIR addresses alternatives that can eliminate or reduce the potentially significant impacts of the Project. Section 5.0 provides descriptions of each alternative, a comparative analysis of the potential environmental effects of each alternative to those associated with the Project, and a discussion of each alternative's ability to meet the Project objectives. Following is a summary description of the alternatives evaluated in this EIR. For a more detailed discussion of these alternatives and the relative impacts associated with each alternative compared to the Project, refer to Section 5.0, Alternatives. As required by CEQA, Section 5.0 also identifies alternatives considered but eliminated from detailed analysis, and the environmentally superior alternative.

- Alternative 1 – No Project/No Development.
- Alternative 2 – Reduced Intensity

## 1.4 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the State CEQA Guidelines requires that an EIR contain a discussion of issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With respect to the Project, the key issues to be resolved include decisions by the City of Perris as lead agency, as to:

- Whether this environmental document adequately describes the potential environmental impacts of the Project.

- Whether the recommended mitigation measures should be modified and/or adopted.

- Whether the Project benefits override those environmental impacts that cannot be feasibly avoided or mitigated to a less than significant level.

- Whether there are other mitigation measures that should be applied to the Project besides those identified in this EIR.

- Whether there are any alternatives to the Project that would substantially lessen any of its significant impacts while achieving most of the basic Project objectives.

## 1.5 AREAS OF CONTROVERSY

Section 15123(b)(2) of the State CEQA Guidelines indicates that an EIR summary should identify areas of controversy known to the lead agency, including issues raised by agencies and the public. This EIR has taken into consideration the comments received from the public and various agencies in response to the Notice of Preparation and a Draft EIR public scoping meeting with the City of Perris Planning Commission. Written comments received during the Notice of Preparation and scoping period are contained in Appendix A of this EIR. Environmental issues that have been raised during opportunities for

public input on the project are summarized in Section 2.3, Scope of this EIR, and are addressed in each relevant issue area analyzed in Section 4.0 of this EIR.

Based on input received from the public during the scoping process, there are no areas of controversy known to the City at this time.

## 1.6 SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS

Table 1-1, *Summary of Environmental Impacts for the Project*, presents a summary of the environmental impacts resulting from the proposed Vallarta Market Place Commercial Shopping Center Project as addressed in this EIR. Table 1-1 addresses those topical issues and associated thresholds for which it was determined in the Notice of Preparation that impacts would be potentially significant and Project-level analysis has been provided in this EIR. Topics for which it was determined that no further analysis is required in this EIR are discussed in Section 6.0, *Other CEQA Considerations*, of this EIR, and include: aesthetics, agricultural and forestry resources, biological resources, cultural resources, energy, geology/soils, hazards and hazardous materials, hydrology/water quality, land use and planning; mineral resources, noise, population and housing, public services (fire, law enforcement, schools, parks, and other public facilities), recreation, utilities and service systems (electricity, natural gas, telecommunications and solid waste) and wildfire.

The environmental issue areas identified for study this EIR are air quality, greenhouse gas emissions and utilities and service systems (water/wastewater). The potential Project-specific and cumulative impacts for these topical issues are addressed in Section 4.0 of this EIR. Growth-inducing impacts and significant irreversible environmental changes are addressed in Section 6.0, *Other CEQA Considerations*.

For each environmental topic, this EIR includes Project-level mitigation measures identified for impacts determined to be potentially significant. As shown in Table 1-1, the Project would result in significant and unavoidable air quality and greenhouse gas impacts. Impacts to water/wastewater will be less than significant without mitigation.

Following implementation of mitigation measures, impacts related to air quality and greenhouse gas emissions would remain significant and unavoidable.

## Table 1-1 Summary of Environmental Impacts for the Project

| Summary of Environmental Impacts | Mitigation Measures | Level of Significance After Mitigation |
|---|---|---|
| **4.1 AIR QUALITY** | | |
| **Air Quality Management Plan consistency**.<br><br>The Project would increase emissions relative to existing conditions; however, changing the land use designation from Commercial to Light Industrial for the warehouse portion of the project would not result in employment growth exceeding the assumptions used to develop the AQMP. Thus, employment growth in the City of Perris resulting from the project, and the related changes in regional emissions, are accounted for in the 2022 AQMP. | None required. | Less than Significant |
| **Cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment.**<br><br>Operation of the proposed Project would exceed South Coast AQMD thresholds for Volatile Organic Compounds/Reactive Organic Gases. The vast majority of emissions generated by the Project would be generated by motor vehicles traveling to and from the Project site. The only means of reducing this impact is to reduce the number of vehicles with internal combustion engines that travel to and from the Project site. There are no reasonable or feasible mitigation measures that would reduce potential | None available. | Significant and unavoidable |

**Table 1-1 Summary of Environmental Impacts for the Project**

| Summary of Environmental Impacts | Mitigation Measures | Level of Significance After Mitigation |
|---|---|---|
| operational air quality impacts to a less than significant level. | | |
| **Exposure of sensitive receptors to substantial pollutant concentrations.**<br><br>Project construction activities would exceed the South Coast AQMD localized significance thresholds for $PM_{10}$ and $PM_{2.5}$ during the site preparation. With mitigation, this impact would be reduced to less than significant.<br><br>Project operations would not exceed South Coast AQMD localized significance thresholds for criteria pollutant emissions. This impact would be less than significant.<br><br>Project-related diesel particulate matter emissions during construction would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant. Operation of the fueling station would not result in health risks that exceed the South Coast AQMD thresholds for cancer risk and noncancer risk (Hazard Index). This impact would be less than significant.<br><br>The Project would not produce the volume of traffic required to generate a CO “hot spot” and localized air quality impacts related to mobile-source | **Mitigation Measure AIR-1.** During the Site Preparation phase, the Project contractor(s) shall water active construction areas at least three times daily to reduce PM10 and PM2.5 emissions. | Less than Significant. |

**Table 1-1 Summary of Environmental Impacts for the Project**

| Summary of Environmental Impacts | Mitigation Measures | Level of Significance After Mitigation |
|---|---|---|
| emissions would therefore be less than significant. | | |
| **Result in other emissions (such as those leading to odors).**<br><br>Construction odor emissions would be temporary and intermittent in nature. Additionally, construction odor emissions would cease upon completion of construction activities. The Project would not develop any land uses or operations that are associated with emitting objectionable odors. Impacts would be less than significant. | None required. | Less than Significant |
| **4.2 GREENHOUSE GAS EMISSIONS** | | |
| **Generate greenhouse gas emissions.**<br><br>The total annual estimated GHG emissions (construction and operation) for the Project would be greater than the threshold of significance used for this analysis, resulting in a cumulatively considerable and significant impact. Even with implementation of the identified mitigation measures, this impact would be significant and unavoidable. | **Mitigation Measure GHG-1.** Prior to the issuance of each building permit, the Project Applicant and its contractors shall provide plans and specifications to the City of Perris Building Division that demonstrate that electrical service is provided to each of the areas in the vicinity of all buildings that are to be landscaped in order that electrical equipment may be used for landscape maintenance.<br>**Mitigation Measure GHG-2.** All landscaping equipment (e.g., leaf blower) used for property management shall be electric-powered only. The property manager/facility owner for all buildings constructed shall provide documentation (e.g., purchase, rental, and/or services agreement) to the City of Perris Building Division to verify, to the City's satisfaction, that all landscaping equipment utilized will be electric-powered.<br><br>**Mitigation Measure GHG-3.** Prior to the issuance of a building permit for the supermarket, the Project Applicant shall provide evidence to the City of Perris Building Division that the loading docks are designed to be compatible with SmartWay trucks.<br><br>**Mitigation Measure GHG-4.** Prior to issuance of a building permit, the Project Applicant shall provide the City of Perris Building Division with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels at the supermarket loading dock have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer's data. Electrical system upgrades that exceed reasonable costs shall not be required. | Significant and Unavoidable |

**Table 1-1 Summary of Environmental Impacts for the Project**

| Summary of Environmental Impacts | Mitigation Measures | Level of Significance After Mitigation |
|---|---|---|
| | **MM GHG-5.** The buildings shall be constructed as certified LEED Silver Level and implement the following, voluntary provisions of the California Green Building Standards Code (CALGreen). The project applicant/developer(s) shall provide documentation (e.g., building plans) of implementation of the applicable voluntary measures to the City of Perris Building Department prior to the issuance of building permits.<br>• Design the proposed parking areas to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.1.2;<br>• Design the proposed parking areas to provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.3.2;<br>• Plant trees in excess of the number required per the PVCCSP landscaping standards for commercial and industrial uses or identify, with assistance from City staff, areas (i.e., parks and open space) within the City of Perris where additional trees could be planted. | |
| **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.**<br><br>The Project would not conflict with the 2017 and 2022 CARB Scoping Plan or the City's Climate Action Plan (CAP) and this impact would be less than significant. | No mitigation is required. | No impact |
| **4.3 UTILITIES AND SERVICE SYSTEMS** | | |
| **Require relocation or construction of new or expanded water or wastewater treatment facilities?** The treatment capacity of the Perris Valley Regional Water Reclamation Facility would be sufficient and would not | None required. | Less than significant |

**Table 1-1 Summary of Environmental Impacts for the Project**

| Summary of Environmental Impacts | Mitigation Measures | Level of Significance After Mitigation |
|---|---|---|
| require relocation or construction of new or expanded wastewater facilities. Potential impacts related to wastewater infrastructure capacity would be less than significant. | | |
| **Would the water supplier have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**<br><br>The water demand associated with the Project would be less than 0.0011 percent of the combined retail and wholesale 2045 demand/supply. The Project would not necessitate expanding existing entitlements nor is the expansion of existing water infrastructure adjacent to the site anticipated | None required. | Less than significant |

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# 2.0 INTRODUCTION

## 2.1 PURPOSE OF THE EIR

This Draft Environmental Impact Report (EIR) has been prepared to evaluate the potential environmental impacts associated with the construction and operation of the proposed Vallarta Market Place Community Shopping Center Project (Project). The Project would result in the construction and operation of a new 59,371-square-foot grocery store/supermarket located along the eastern site boundary, a 15,593-square-foot retail building adjacent to the supermarket building to the south, a 4,913-square-foot convenience store and fueling station located at the northwest corner of the site, a 2,367-square-foot quick service restaurant dine-in/drive-thru coffee shop building allocated adjacent to and south of the convenience store building, a 2,079-square-foot quick service restaurant building along the western side boundary, south of the coffee quick service restaurant building, a 2,621-square-foot quick service restaurant building located at the southwest corner of the site, south of the quick service restaurant building, a 7,520-square-foot retail building abutting the supermarket building to the north, and a 7,000-square-foot retail building located near the northeast corner of the site, north of the supermarket building. The proposed Project would be allowed by right under the current City of Perris Community Commercial (CC) zoning for the Project site. A Development Plan Review approval will be required for construction of the supermarket, retail buildings, convenience store and restaurant buildings. A Conditional Use Permit is required to allow development of the proposed fast-food restaurants with drive-thru windows and the convenience store/fueling station.

The City of Perris is the lead agency for the Project under the California Environmental Quality Act (CEQA) and is responsible for preparing the EIR. The determination that the City of Perris is the “lead agency” is made in accordance with Sections 15051 and 15367 of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), which define the lead agency as the public agency that has the principal responsibility for carrying out or approving a project.

This Draft EIR is an informational document prepared by the City of Perris for the following purposes:

- To satisfy the requirements of CEQA (California Public Resources Code, Sections 21000–21178) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 14, Sections 15000–15387).

- To inform the general public, the local community, and responsible and interested public agencies of the scope of the Project and to describe the potential environmental effects, measures to mitigate significant effects, and alternatives to reduce the significant effects of the Project.

- To enable the City to consider environmental consequences when deciding whether to approve the Project.

- To serve as a source document for responsible agencies to issue permits and approvals, as required, for development of the Project.

As described in CEQA and the State CEQA Guidelines, public agencies are charged with the duty of avoiding or substantially lessening significant environmental effects of proposed projects, where feasible.

In satisfying this duty, a public agency has an obligation to balance the project's potentially significant effects on the environment with its benefits, including economic, social, technological, legal, and other benefits. The lead agency is required to consider the information in the EIR, along with any other relevant information, in making its decisions on the project. Although the EIR does not determine the ultimate decision that will be made regarding approval of a project, CEQA requires the lead agency to consider the information in the EIR and make findings regarding each significant and unavoidable effect identified in the EIR. The City of Perris will review and consider certification of the Final EIR prior to any decision on whether to approve the Project.

This Draft EIR has been prepared utilizing information from City planning and environmental documents, technical studies prepared for the Project, and other publicly available data. As permitted under the State CEQA Guidelines (Section 15084[d–e]), this Draft EIR has been prepared by a consultant under the direction of professional City planning staff. However, prior to certification, the City must independently review the methods and conclusions reached in the Final EIR. The City is undertaking an independent review of this Draft EIR by having City planning staff work with the consultant on the EIR, and by employing a third-party consultant to independently review the EIR. If certified by the City, the information included in and the conclusions reached in the EIR will, therefore, represent the City's independent judgment regarding the potential environmental impacts of the Project.

## 2.2 REVIEW OF AN EIR

The City of Perris, as lead agency for the Project, and other public agencies (i.e., responsible and trustee agencies) that may use the Final EIR in their decision making or permitting processes will consider the information in the EIR along with other information that may be presented during the CEQA process.

Upon certification of the Final EIR, the City of Perris will consider whether to approve the proposed Project. Where feasible mitigation measures are not available to reduce significant environmental impacts to a less than significant level, impacts are considered to be significant and unavoidable. Written Findings of Fact will be prepared for each significant adverse environmental effect identified in the Final EIR, as required by Section 15091 of the State CEQA Guidelines. If the City certifies a Final EIR for a project that has significant and unavoidable impacts, the City shall also state, in writing, the specific reasons for approving the project based on the Final EIR and any other information in the public record. This is called a "Statement of Overriding Considerations" and is used to explain the specific reasons that the benefits of a proposed project make its significant and unavoidable environmental effects acceptable. Additionally, the City must adopt a mitigation monitoring and reporting program to ensure compliance with mitigation measures that have been incorporated into the Project to reduce or avoid significant effects on the environment during construction and/or implementation.

The actions that may be involved in implementing the Project are described in Section 3.6, *Summary of Requested Actions*, of this Draft EIR. Other agencies that may have discretionary approval over the Project, or components thereof, including responsible and trustee agencies, are also listed in Section 3.6.

## 2.3 SCOPE OF THIS EIR

### 2.3.1 SCOPING PROCESS

In compliance with Section 15201 of the State CEQA Guidelines, the City of Perris has provided opportunities for public participation in the initial environmental review process. A Notice of Preparation was distributed by the City on November 22, 2024, to the State Clearinghouse of the Governor's Office of Planning and Research for transmittal to state agencies identified in the State Clearinghouse letter included in Appendix A to this Draft EIR. The City also directly distributed the Notice of Preparation to federal, state, regional, and local government agencies and interested parties for a 30-day public review period to solicit comments and to inform agencies and the public of the Project. The Notice of Preparation was also posted at the Riverside County Clerk's office. The Project was described, potential environmental effects associated with Project implementation were identified, and agencies and the public were invited to review and comment on the Notice of Preparation.

The City received three written responses to the Notice of Preparation. Table 2-1, *Notice of Preparation Comments Received*, provides a summary of the Notice of Preparation responses and issues raised and identifies where the comments are addressed in the Draft EIR. The response letters received are included along with the Notice of Preparation in Appendix A to this Draft EIR.

**Table 2-1**
**Notice of Preparation Comments Received**

| Agency | Date | Comments | Addressed in Section(s) |
|---|---|---|---|
| **State Agencies** | | | |
| California Department of Fish & Wildlife (CDFW) | December 23, 2024 | The CDFW provides instruction on the content of the biological resources evaluation. | Section 6.1.3, Effects Determined Not To Be Significant |
| **Regional Agencies** | | | |
| Eastern Municipal Water District (EMWD) | December 23, 2024 | The EMWD requested the Draft EIR address water/sewer demand/capacity and environmental impacts associated with off-site improvements. | This is addressed in Section 4.3, *Utilities* |
| **Organizations** | | | |
| Agua Caliente Band of Cahuilla Indians | December 20, 2024 | The Agua Caliente Band defers this Project to local Luiseño tribes. | Section 6.1.4 and Section 6.1.16 Effects Determined Not To Be Significant |

A Draft EIR public scoping meeting with the City of Perris Planning Commission was held at the Perris City Hall, City Council Chambers on December 6, 2024, at 6:00 PM. City staff described the Project to the Planning Commissioners and provided a conceptual site plan for the Project and proposed architectural elevations. Following a brief explanation of the environmental review process by the EIR consultant, comments from the commissioners and the public were solicited. No organizational representatives were in attendance And no members of the public provided comments on the proposed Project. In summary, the Planning Commissioners brought up the following environmental topics:

- Ensure adequate lighting is provided and that the architecture of the proposed buildings are visually compatible with the surrounding areas;
- Pedestrian connectivity to/from off-site as well as within the Project site; and
- Address noise impacts from on-site truck movement associated with the grocery store operation.

### 2.3.2 EFFECTS FOUND NOT TO BE SIGNIFICANT

As identified in the Notice of Preparation included in Appendix A of this Draft EIR, the City of Perris prepared an Initial Study that provided substantial evidence that the Project would have no impact, a less than significant impact, or a less than significant impact with mitigation incorporated related to aesthetics, agriculture and forest resources, biological resources, cultural resources, energy, hazards and hazardous materials, hydrology/water quality, mineral resources, noise, population and housing, public services (i.e., schools, parks and other services), recreation, transportation, tribal cultural resources, utilities and service systems and wildfire, and that no further analysis of these topics is required in the Draft EIR. Refer to Section 6.1, *Effects Determined Not To Be Significant*, of this Draft EIR for a discussion of these topical issues. As stated in Table 2-1 above, the EMWD provided a comment letter requesting that the Draft EIR address water (potable and recycled water)/sewer demand/capacity and potential off-site impacts associated with connecting to existing infrastructure. This is addressed in Section 4.3, *Utilities*. Potential Impacts related to dry utilities (i.e., electricity, natural gas and telecommunications) and solid waste are addressed in Section 6.1.17, *Utilities and Service Systems*.

### 2.3.3 POTENTIALLY SIGNIFICANT IMPACTS OF THE PROPOSED PROJECT ADDRESSED IN THIS DRAFT EIR

The Initial Study and Notice of Preparation comments received were used to establish the scope of the issues addressed in this Draft EIR. The City of Perris identified that additional Project-level analysis was required to evaluate potential impacts associated with the implementation of the Project for the following environmental issue areas. Section 4.0 of this Draft EIR provides the environmental analysis and outlines the mitigation program for each of the following topical issues:

- Air Quality (Section 4.1)
- Greenhouse Gas (Section 4.2)
- Utilities and Service Systems (Section 4.3)

## 2.4 INCORPORATION BY REFERENCE

In accordance with Section 15150 of the State CEQA Guidelines, an EIR may incorporate by reference all or portions of another document that is a part of public record or is generally available to the public. The documents listed below were relied upon or consulted in the preparation of this Draft EIR, and are hereby incorporated by reference:

- *Perris Comprehensive General Plan 2030*, City of Perris, originally approved on April 26, 2005 and amended through August 26, 2022;

- *Perris General Plan 2030 Draft Environmental Impact Report* (SCH No. 2004031135), certified April 26, 2005.

These documents are available for review at the address provided in Section 2.6, below.

## 2.5 PUBLIC REVIEW OF THE DRAFT EIR

This Draft EIR is being circulated for review and comment to the public and other interested parties, agencies, and organizations. The comment period will **begin on April 11th, 2025, and end on May 26th, 2025**. During the review period, the Draft EIR will be available for review at the Planning Division building located at the address presented below. The Draft EIR will also be available on the City's website at: https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review/-folder-371

Written comments on the Draft EIR should be addressed to:

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

## 2.6 REFERENCES

City of Perris, 2004. *Draft Environmental Impact Report City of Perris General Plan 2030, State Clearinghouse #2004031135*. October 2004, certified April 26, 2005. Available at: http://www.cityofperris.org/city-hall/general-plan/General_Plan_2030.pdf.

City of Perris, 2005. *Perris Comprehensive General Plan 2030.* Approved April 26, 2005. Available at https://www.cityofperris.org/departments/development-services/general-plan.

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## TABLES

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## FIGURES

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# 3.0 PROJECT DESCRIPTION

## 3.1 INTRODUCTION

This section provides a brief background for the proposed Distribution Park Commercial and Industrial Project (Project), followed by a description of the Project and its environmental setting, pursuant to Sections 15124 and 15125, respectively, of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines). This includes a description of the Project location, geographic setting, environmental setting, Project objectives, Project components, and discretionary actions required to implement the Project. The Project description is used as the basis for analyzing the Project's impacts on the existing physical environment in Section 4.0 of this Draft Environmental Impact Report (EIR).

## 3.2 PROJECT LOCATION

The Project site (Assessor's Parcel Number APN 300-260-001-08) is comprised of approximately 10.55 acres located within the Central Core planning area (Planning Area 5) of the City of Perris at the southeastern corner of Placentia Avenue and North Perris Boulevard. It is located approximately 0.9 mile east of Interstate 215 (I-215), approximately 8.3 miles south of State Route (SR-) 60 and approximately 1.3 miles south of March Air Reserve Base/Inland Port Airport (ARB/IPA). Figure 3-1 depicts the Project site in relation to the region.

The Project site is located adjacent to and south of the planned Mid County Parkway, a planned 16-mile transportation corridor between the Perris and San Jacinto areas. The planned eastern-most segment of the Mid County Parkway follows the Placentia Avenue alignment between I-215 and Redlands Avenue. Construction of the Interstate 215/Placentia Avenue Interchange in Perris, the first Mid-County Parkway segment, began in August 2020 and opened in December 2022. This project widened Placentia Avenue to four lanes (two lanes each in the east and west directions). The Riverside County Transportation Commission has not determined the timing for construction of additional Mid-County Parkway segments.

Figure 3-2 depicts the Project site in relation to the surrounding area and surrounding land uses. The Project site is located along the south side of Placentia Avenue east of North Perris Boulevard. The site abuts single-family residences to the east along the west side of Genuine Risk Street and to the south along the north side of Chant Street.

## 3.3 ENVIRONMENTAL SETTING

The following is a brief description of the geographic setting for the area, and environmental setting for the Project site and the surrounding areas. Additional setting information is provided for each topical issue analyzed in Section 4.0 of this Draft EIR. As applicable, regulatory updates are discussed for each topical issue in Section 4.0 of this Draft EIR.

Geologically, the City of Perris is located within the Perris Block geologic unit, which lies within the Peninsular Ranges Geomorphic Province of Southern California. The Peninsular Ranges Geomorphic Province is characterized by a series of northwesterly trending mountain ranges that extend from the coast of California eastward into the California desert and south to the tip of Baja California, Mexico. The

Perris Block is bound on the northeast by the San Jacinto Fault, on the north by the Cucamonga Fault and the San Gabriel Mountains, and on the southwest by the Elsinore Fault and the Santa Ana Mountains. The City of Moreno Valley borders Perris to the north and the City of Menifee borders Perris to the south. Unincorporated areas of Riverside County border the City to the east and west.

As shown in the aerial photograph provided in Figure 3-2, *Site Map*, the Project site is vacant and undeveloped. The site is routinely disked for weed abatement and contains evidence of illegal dumping. It is generally characterized as disturbed vacant land. The Project site is generally flat with an elevation of approximately 1,447 feet above mean sea level. The Project site is in an area characterized primarily by existing commercial and light industrial uses to the west and single-family residential to the north, east and south.

The City of Perris General Plan land use and zoning designations for the Project site are Community Commercial and Commercial Community (CC), respectively. The surrounding land uses have General Plan land use designations of Commercial and Light Industrial to the west across North Perris Boulevard, single- and multi-family residential (Residential 6,000 and Multifamily Residential) to the north, east and south. The Community Commercial land use designation provides for retail, professional office, and service-oriented business activities which serve the entire City, as well as the surrounding neighborhoods. The Commercial Community zone combines the General Plan land use designation of Community Commercial and Commercial Neighborhood.

The Project site is located within the Mead Valley Area Plan area of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) but is not located within any Criteria Cells or MSHCP Conservation Areas. Further, the Project site is not located within any designated species survey areas as depicted in Figures 6-2, 6-3, and 6-4 within Section 6.3.2 of the MSHCP.

The Project site is located approximately 1.3 miles south of March ARB/IPA and is located within the March ARB/IPA Airport Influence Area Boundary as well as the area subject to the 2018 U.S. Air Force Final Air Installations Compatible Use Zone (AICUZ) Study. The Project site is within Airport Overlay Zone B1 (Inner Approach/Departure Zone) and Accident Potential Zone (APZ) II. Prohibited uses within these zones include new residences and other noise sensitive uses including daycare centers, schools, hotels/motels.

## 3.4 PROJECT OBJECTIVES

Section 15124 of the State CEQA Guidelines establishes the requirement to address Project objectives in an EIR project description. In addition to addressing the underlying project purpose, the objectives are also relevant to the development of the alternatives that are considered in the EIR and in the preparation of findings or a statement of overriding considerations, if necessary, in support of the decision-making action by the City.

The fundamental purpose and goal of the Project is to accomplish the orderly development of a new commercial shopping center within the City of Perris, to increase employment opportunities, and provide local services for residents and visitors. This purpose aligns with Connect SoCal – the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California


**Figure 3-1—Vicinity Map** ● - **Project Site**


**Figure 3-2—Vicinity Map** - **Project Site**

Association of Governments (SCAG) (Connect SoCal 2024) which primarily focuses on accommodating goods movement industries and balancing job and housing opportunities in local areas to reduce long commutes. SCAG identifies the Inland Empire as a housing rich area and coastal communities as job rich areas and is attempting to achieve a better balance. The Project is proposed to help achieve this goal through the following objectives as established by the Project applicant:

1. Implement City of Perris General Plan policies and objectives relevant to the Project site and proposed commercial development.
2. Provide a new grocery store, retail, restaurant and convenience store/fueling station uses to serve residents within the City of Perris.
3. Expand economic development and facilitate job creation in the City of Perris by establishing commercial uses adjacent to residential areas.
4. Develop a new commercial shopping center that meets current industry standards, can accommodate a variety of users, and that provides uses that are economically competitive with similar uses in the local area and region.
5. Attract new businesses to the City of Perris; thus, providing a more equal jobs-housing balance in the Riverside County/Inland Empire area. This will reduce the need for local workers to commute outside the area for employment.
6. Provide new development that will generate tax revenue for the City of Perris including, but not limited to, increased property and sales taxes.
7. Provide commercial uses that take advantage of the City's proximity to freeways and transportation corridors to reduce traffic congestion on local surface streets and related mobile source air emissions.
8. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.
9. Assist the SCAG region in achieving jobs/housing balance region-wide by providing additional job opportunities in a housing rich area of the Inland Empire.

## 3.5 PROJECT COMPONENTS

The proposed commercial uses are allowed by right in the Commercial Community zone. The proposed buildings have been designed to comply with the City on-site design standards and guidelines (including site layout, architecture, lighting, and others), off-site design standards and guidelines (including circulation and infrastructure) and landscaping. The Project has also been designed to comply with applicable requirements of the 2014 March ARB/IPA Airport Land Use Compatibility Plan relative to uses within Compatibility Zone B1.

The following discretionary approvals from the City of Perris are necessary for implementation of the proposed Project:

**Development Plan Review (DPR) 24-00014.** A Development Plan approval will be required for construction of the supermarket, retail buildings, convenience store and restaurant buildings.

**Conditional Use Permit (CUP) 23-05264**: A Conditional Use Permit is required to allow development of the proposed fast-food restaurants with drive-thru windows and the convenience store/fueling station.

### 3.5.1 PROPOSED RETAIL COMPONENTS

The Vallarta Market Place Community Shopping Center project is the proposed construction and operation of eight new commercial/retail buildings on the 10.55-acre Project site. The following describes the project components and addresses on- and off-site improvements that would be required to accommodate the proposed uses. The proposed site plan is shown in Figure 3-3 as stated. A rendering of the proposed site plan is shown in Figure 3-4.

**Vallarta Supermarket.** The Project applicant would construct and operate a new 59,371-square-foot grocery store/supermarket along the eastern portion of the Project site. One delivery dock would be located at the rear of the building (east side). Pursuant to Section 5.106.5.5.1 of the 2022 California Green Building Standards (CALGreen) Code, raceways, busways, and additional electrical capacity for transformers, service panels, or subpanels would be provided to facilitate the future installation of electric vehicle supply equipment for medium- and heavy-duty electric delivery trucks. See Figure 3-5.

**Junior Anchor Building**. A 15,593-square-foot retail building would abut the supermarket building to the south. This would be a single-story building with parking and delivery provided at the rear of the building (east side). See Figure 3-6.

**Convenience Store/Fueling Station.** A 4,913-square-foot convenience store and fueling station would be located at the northwest corner of the site. A total of eight fueling positions and 16 pumps would be constructed. A total of 14 parking spaces would be located proximal to the convenience store to provide employee, customer and vendor parking. See Figure 3-7.

**Coffee Quick Service Restaurant.** A 2,367-square-foot quick service restaurant dine-in/drive-thru coffee shop building would be constructed adjacent to and south of the convenience store buildings. The drive-thru menu board and pick-up window would be located along the west side of the building facing North Perris Boulevard. Eight parking spaces for quick service restaurant building 1 would be on the east side of the building. See Figure 3-8,

**Quick Service Restaurant Building 2.** A 2,079-square-foot quick service restaurant building would be provided along the western side boundary, south of the coffee quick service restaurant building. The drive-thru menu board and pick-up window would be located along the west side of the building facing Perris Boulevard. A total of five parking spaces and one accessible space would be provided in front (east side) of the building. The remainder of parking would be provided in the adjacent parking lot. See Figure 3-9.

**Quick Service Restaurant Building 1.** A 2,621-square-foot quick service restaurant building would be provided along the western side boundary at the southwest corner of the site, south of the quick service restaurant building 1 The drive-thru menu board and pick-up window would be located on the south side of the building. A total of eight parking spaces and two accessible spaces would be provided on the east side of the building. A total of seven spaces would be provided on the north side of the building. The remainder of parking would be provided in the adjacent parking lot.


1 **Site Plan**
1" = 40'-0"

## Retail Required Parking

| Name | Area | Factor | Min. Parking |
|---|---|---|---|
| C-Store | 4913 SF | 250 | 20 |
| Junior Anchor | 15593 SF | 250 | 63 |
| Retail #2 | 7000 SF | 250 | 28 |
| Shop Retail #1 | 7520 SF | 250 | 31 |
| Vallarta Market | 59371 SF | 250 | 238 |
| Grand total | 94397 SF | | 380 |

## Drive-In Required Parking

| Name | Area | Dining Area | Min. Required Parking |
|---|---|---|---|
| Coffee QSR | 2367 SF | 947 SF | 29 |
| QSR #1 | 2621 SF | 1048 SF | 31 |
| QSR #2 | 2079 SF | 832 SF | 27 |
| Grand total | 7067 SF | | 87 |

***PARKING REQUIRED:***
- 467 SPACES [CITY OF PERRIS CODE OF ORDINANCES, CHAPTER 19.69.030]
- 9 ADA SPACES (INCLUDING 2 VAN ACCESSIBLE) [CBC 2022, TABLE 11B-208.2]
- 20% OF 467 ACTUAL PARKING SPACES = 94 EV CAPABLE SPACES
  (25% OF 94 EV CAPABLE SPACES = 24 EVSE SPACES PER) [CGBC 2022, TABLE 5.106.5.3.1]

***PARKING PROVIDED:***
- 489 SPACES (TOTAL)
- 18 ADA SPACES INCLUDED (2 VAN ACCESSIBLE)
- 96 EV CAPABLE SPACES INCLUDING 25 EVSE SPACES AND 1 ADA EVSE SPACE
- 72 COMPACT SPACES (15% OF 477 SPACES = 72 COMPACT SPACES) [19.69.030]

## Provided Parking

| Parking Type | Count |
|---|---|
| | 5 |
| ADA | 16 |
| Compact | 68 |
| EVCS | 70 |
| EVSE | 25 |
| EVSE ADA | 1 |
| Regular | 302 |
| VAN ADA | 2 |
| Total Parking Provided | 489 |

## Required Electric Vehicle Parking Per CGBC Table 5.106.5.3.1

| Total Parking Spaces Provided | Number of Required EV Capable Spaces (EVCS) | Number of EV Charging Stations (EVSE) |
|---|---|---|
| 489 | 98 | 25 |

## Site GLA Area

| Name | Number | Area |
|---|---|---|
| Junior Anchor | 101 | 15593 SF |
| Vallarta Market | 102 | 59371 SF |
| Shop Retail #1 | 103 | 7520 SF |
| C Store | 104 | 4913 SF |
| Gas Canopy | 105 | 4959 SF |
| Retail #2 | 106 | 7000 SF |
| Coffee QSR | 107 | 2367 SF |
| QSR #1 | 108 | 2621 SF |
| QSR #2 | 109 | 2079 SF |
| Grand total | | 106422 SF |

## Site Legend

| | |
|---|---|
| | PATH OF TRAVEL |
| EVCS | ELECTRIC VEHICLE CAPABLE SPACES |
| EVSE | ELECTRIC VEHICLE CHARGING STATIONS WITH SUPPLIED EQUIPMENT. |
| C | COMPACT |

## Site Plan Legend

- Vallarta Market
- C-Store
- Coffee QSR
- Gas Canopy
- Junior Anchor
- QSR #1
- QSR #2
- Retail #2
- Shop Retail #1


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**Valgon Properties LLC**

22-801
08/05/2024

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# DR-101

**Site Plan**

**Figure 3-3 — Site Plan**


**Figure 3-4 — Proposed Site Rendering**

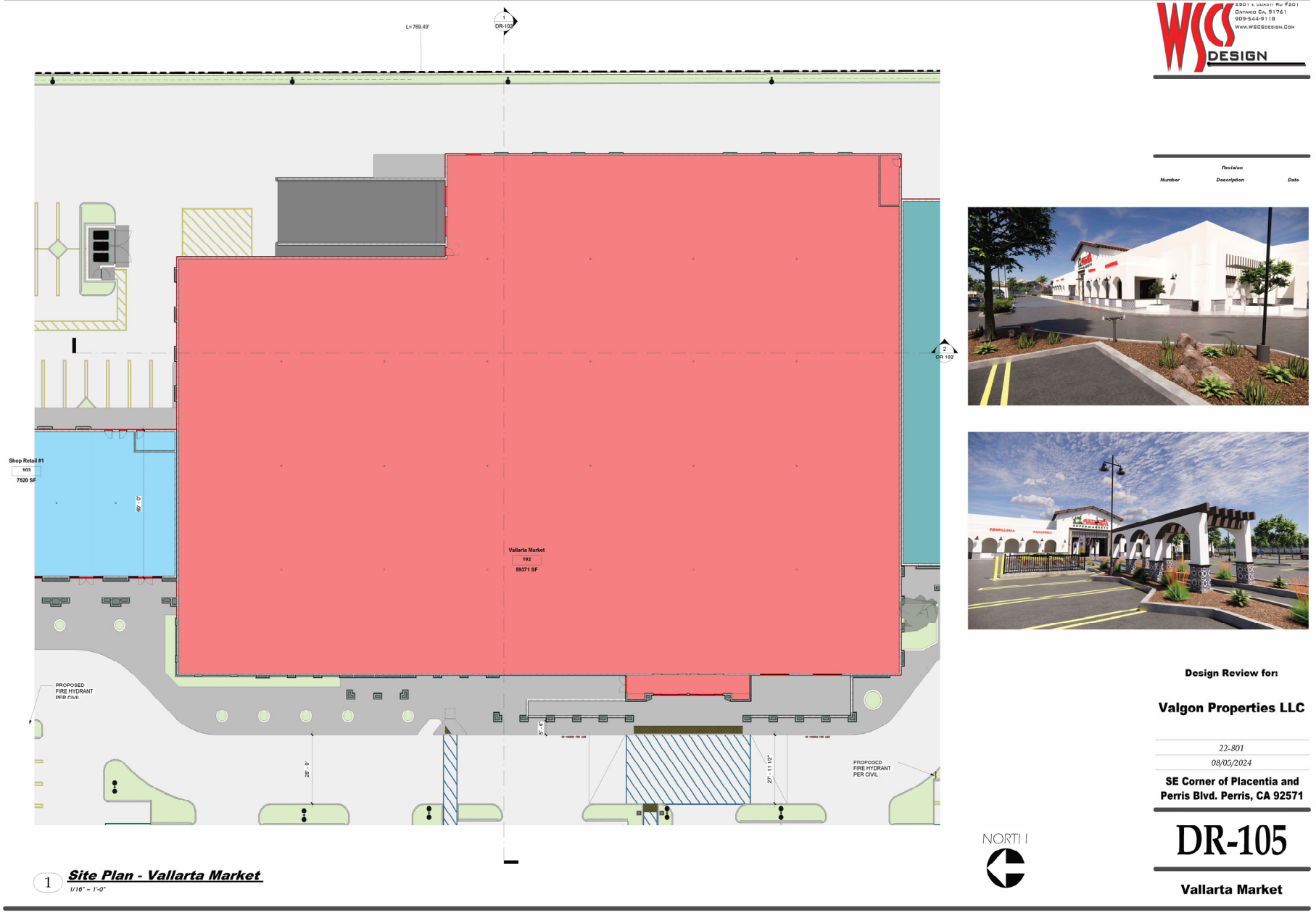
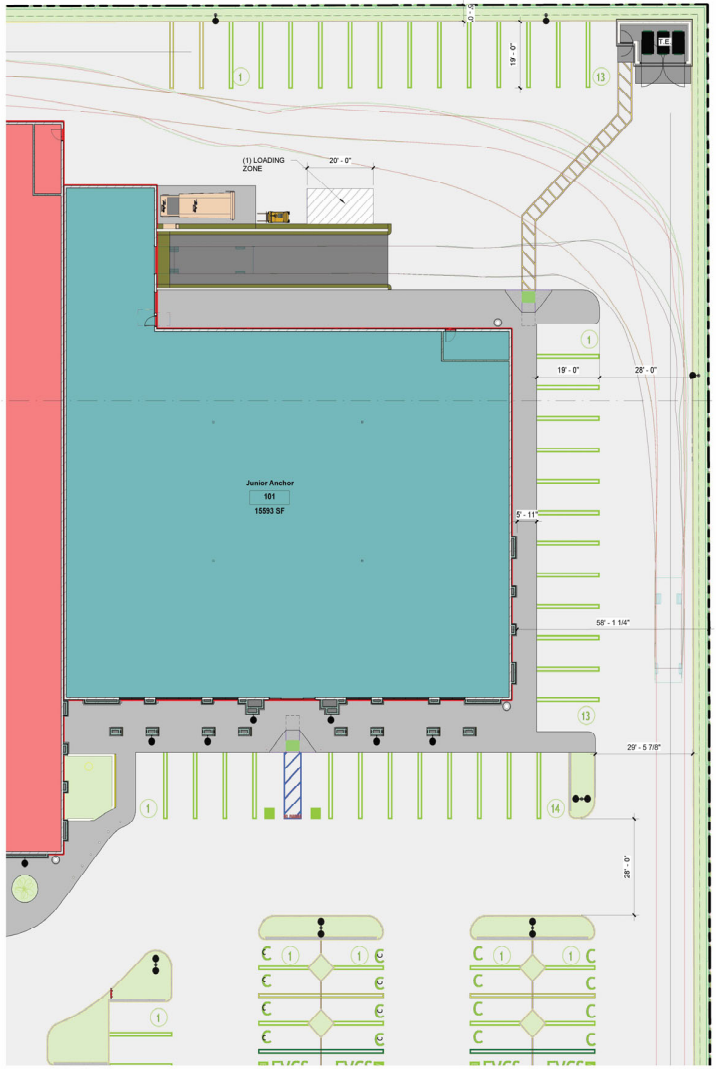



**Figure 3-5 — Conceptual Supermarket Elevations**




1 ***Junior Anchor - Roof View***
1/16" = 1'-0"

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# DR-104

**Junior Anchor**

**Figure 3-6 — Proposed Junior Anchor Building Elevations**

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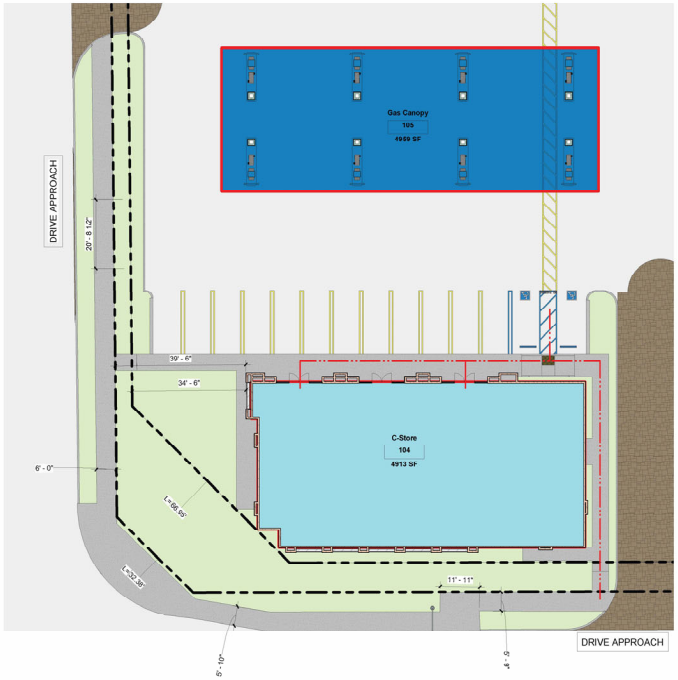


1 **Site Plan - C-Store**
1/16" = 1'-0"

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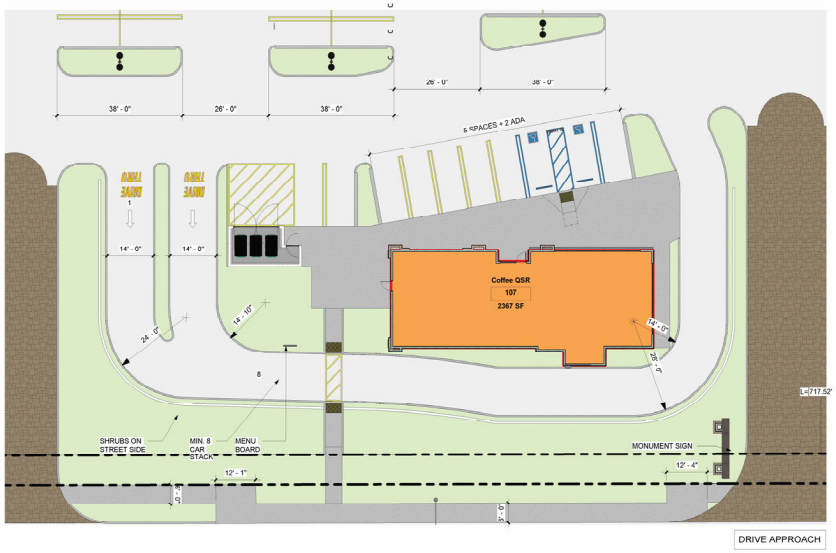
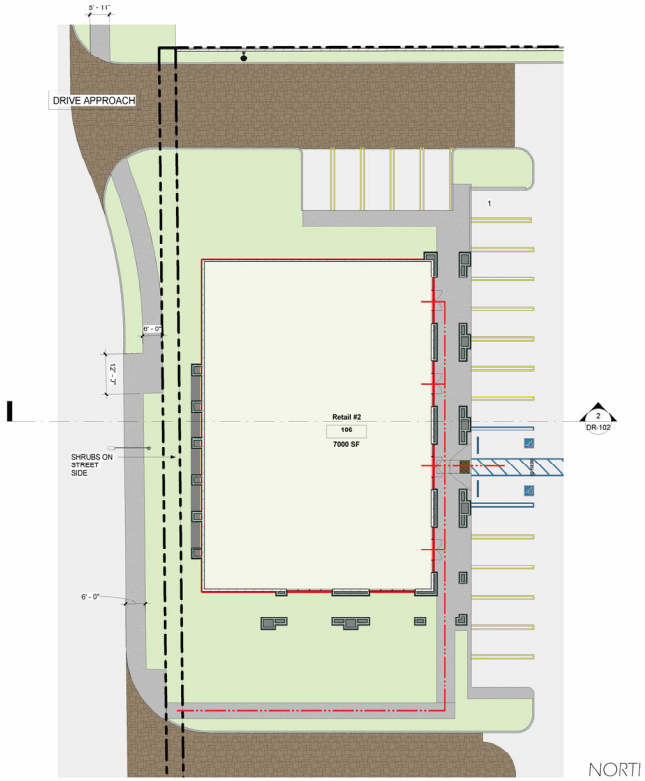
# DR-107

**C-Store & Gas Canopy**

**Figure 3-7 — Proposed Convenience Store/Fueling Station Elevations**




2 **Site Plan - Coffee QSR**
1/16" = 1'-0"




1 **Site Plan - QSR / Shops**
1/16" = 1'-0"

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# DR-108

**QSR / Shops - Coffee QSR**

**Figure 3-8 — Proposed Coffee Quick Service Restaurant Elevations**

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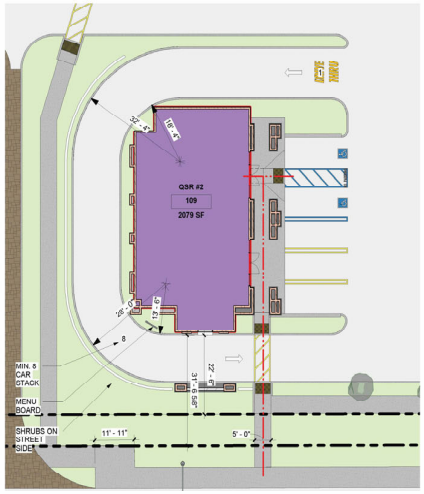
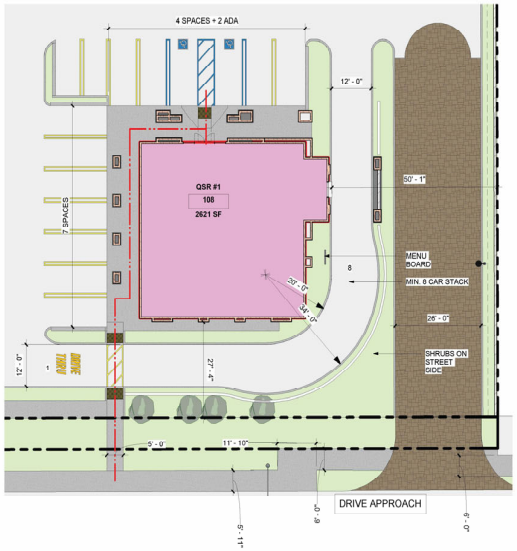
|---|---|---|




2 **Site Plan - QSR #2**
1/16" = 1'-0"




1 **Site Plan - QSR #1**
1/16" = 1'-0"

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08/05/2024

**SE Corner of Placentia and Perris Blvd. Perris, CA 92571**

# DR-109

**QSR #1 & QSR #2**

**Figure 3-9 — Proposed Quick Service Restaurant 1 and 2 Elevations**

**Retail Building 1.** A 7,520-square-foot retail building would abut the supermarket building to the north. This would be a single-story building with parking and delivery provided at the rear of the building (east side). See Figure 3-10

**Retail Building 2.**A 7,000-square-foot retail building would be located near the northeast corner of the site, north of the supermarket building. This would be a single-story building with parking and delivery provided at the front (south side) and east side of the building.

### 3.5.2 SITE ACCESS.

A total of six access driveways would be provided – three along Placentia Avenue and three along Perris Boulevard. One driveway along Placentia Avenue and one driveway along Perris Boulevard would provide two-lane ingress/egress access. Two additional driveways along Placentia Avenue and two driveways along Perris Boulevard would provide single-lane access. Delivery vehicles for the grocery store and retail buildings would use the driveways at the northeast and southwest corners of the site.

A total of 489 parking spaces are proposed. The total would include 18 accessible spaces. Pursuant to Section 5.106.5.3.1 of the 2022 CALGreen Code, at least 70 electric vehicle (EV) capable parking spaces would be provided while at least 26 of these spaces, including one ADA space would provide EV chargers at the time that the Project begins operations. More chargers would be added based on demand.

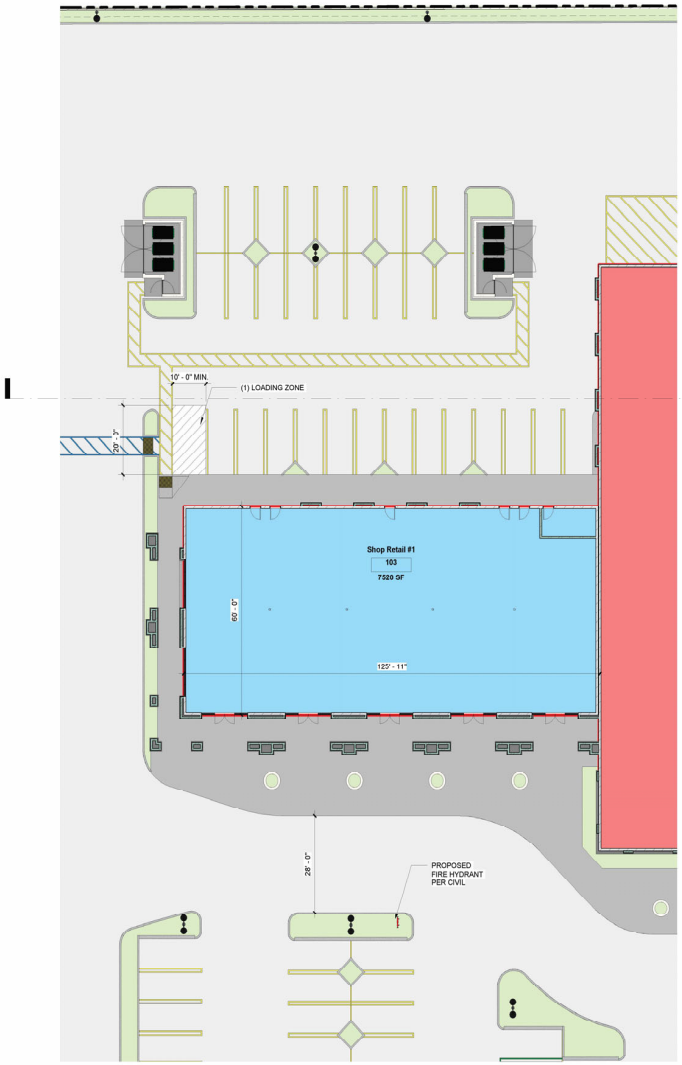
### 3.5.3 UTILITIES AND INFRASTRUCTURE

The proposed Project includes the extension of sewer, water, storm drain, electricity and telephone/data lines to the site. Communication services, including digital cable and high-speed internet services, in the City of Perris are primarily provided by Spectrum and Earthlink as well Frontier Communications. Solid waste collection and transport in the City of Perris is collected by CR&R Environmental Services.

**Water/Sewer.** Potable water would be provided by the Eastern Municipal Water District (EMWD) via new supply lines connected to exiting water mains located within the North Perris Boulevard and Placentia Avenue rights-of-way. Water for fire service would be provided via a looped system with a detector check and connection to the water main near the central driveway approach and along the west side of the site adjacent to the quick service restaurant buildings.

Wastewater would be conveyed by the EMWD via a new lateral to existing 8-inch lines along North Perris Boulevard and Placentia Avenue to the Perris Valley Regional Water Reclamation Facility.

**Stormwater.** The proposed Project incorporates site design, source controls and treatment control Best Management Practices (BMPs) to address storm water runoff as stipulated in the Preliminary Water Quality Management Plan (Appendix G of the Initial Study). As designed, stormwater would pass through Modular Wetlands flow-thru biofiltration devices prior to entering one of two underground infiltration tanks and would then percolate through bioretention media.




1 ***Site Plan - Shop Retail #1***
1/16" = 1'-0"

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*08/05/2024*

**SE Corner of Placentia and Perris Blvd. Perris, CA 92571**

# DR-106

**Shop Retail #1**

**Figure 3-10 — Proposed Retail Building 1 Elevations**

**Natural Gas Service.** Natural gas service would be provided to the Project by the Southern California Gas Company (SoCalGas). Existing natural gas transmission pipelines and local service pipelines run along Perris Boulevard and Placentia Avenue west and north of the site. The property owner would apply to SoCalGas to establish an industrial and commercial customer connection through an approved industrial and approved commercial service connections.

**Electric Service.** Electric Service would be provided to the Project by Southern California Edison (SCE). Existing local service electrical transmission lines run in Perris Boulevard and Placentia Avenue. The property owner would apply to SCE to establish commercial customer connections.

### 3.5.4 LANDSCAPE, SCREEN WALLS, HARDSCAPE AND LIGHTING

Landscaping. All buildings would have perimeter landscaping except where loading docks and entries would interrupt planting. Landscape areas would be provided on all sides of buildings visible to the public and intended to visually reinforce the commercial theme within the overall project as well as along North Perris Boulevard and Placentia Avenue. Shade canopy trees would be installed as a backdrop for all landscaping improvements to provide shade, partially screen the buildings as well as provide separation between the commercial areas and residences located to the south and east. In addition, planting beds with varied shrub species will be installed along sidewalks in the landscaping foreground. No turf is proposed on-site.

The conceptual landscape plan (see Figure 3-11) includes the plants' location, number, genus, species, and container size. The plan consists of perimeter right-of-way and on-site interior landscaping, including treatment of detention basins. As a commercial use, the Project would be required to provide a minimum of 12% landscape coverage. Pursuant to Section 5.106.12.1 of the 2022 CALGreen Code, shade trees with a minimum number 10 container size would be planted to provide shade over 50 percent of the parking area within 15 years.

**Screen Walls.** Screen walls and fencing would be provided along the southern and eastern boundaries for screening, privacy, noise control, and security. These are proposed to be eight-foot-high concrete tilt-up wall with decorative pilasters.

**Lighting.** All outdoor street lighting and on-site security lighting and landscape lighting would be designed to City of Perris standards and depicted in a Photometric Plan that demonstrates how one-foot candle of light would be maintained throughout the parking and pedestrian areas while maintaining March ARB/IPA lighting requirements.

The Project would comply with applicable lighting standards and guidelines and with lighting standards established by the City of Perris, the CALGreen Code, and the Title 24 Energy Efficiency Standards. The Project would include various lighting elements to ensure safety and security of the facilities. New sources of light would primarily include parking lot lighting, and outdoor security lighting for the proposed buildings. Pursuant to Perris Municipal Code Section 19.02.110, all lighting would be low-pressure sodium and fully shielded and directed away from adjoining properties and the public right-of-way.

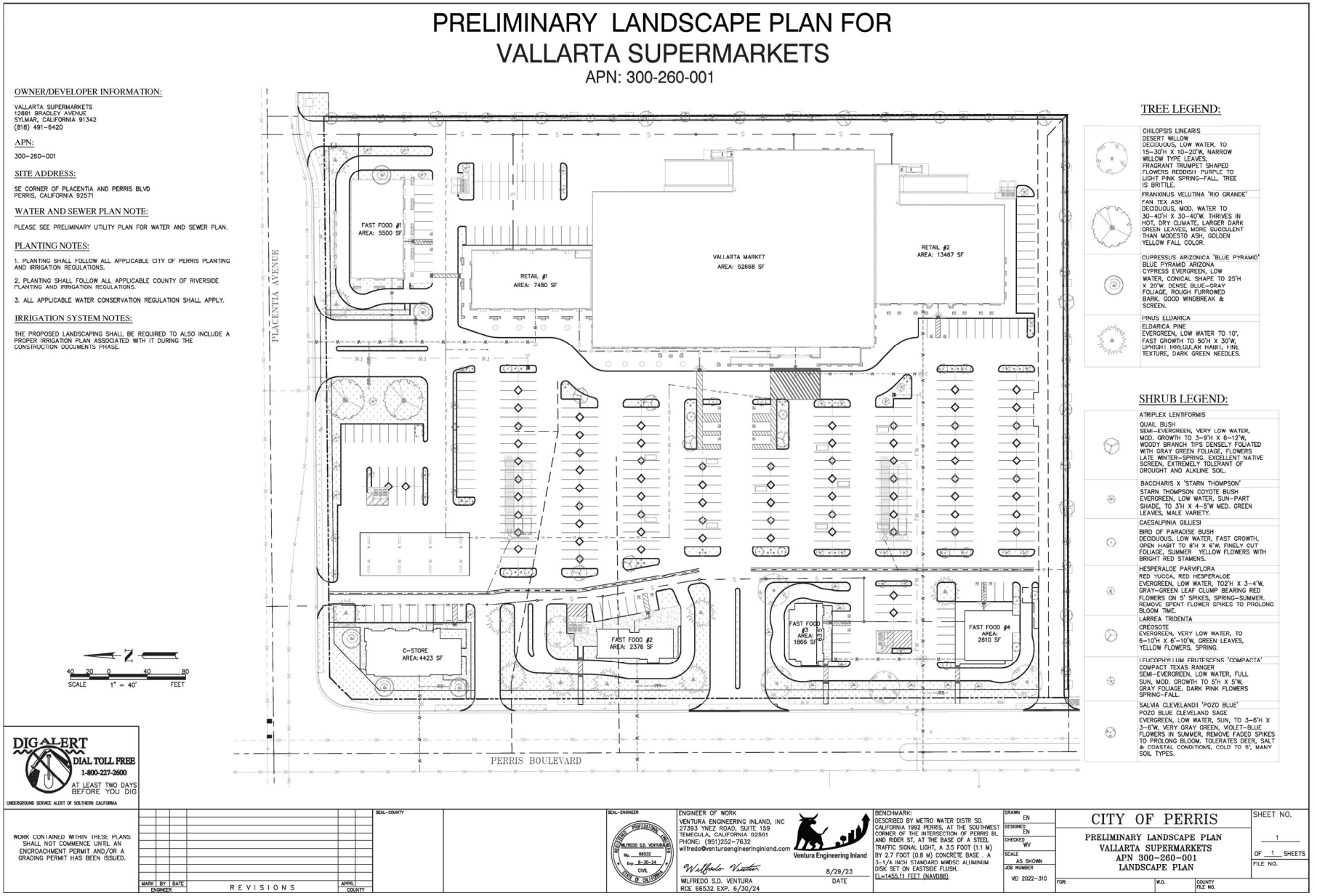


**Figure 3-11 — Conceptual Landscape Plan**

**Energy Efficiency.** The proposed Project would be designed and operated consistent with the CALGreen Code. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. Consistent with CALGreen standards, the project would provide short-term and long-term bicycle parking, electric vehicle charging and meet the electric vehicle charging readiness requirements for the supermarket and retail buildings. The Project would meet applicable requirements for light pollution reduction, grading/paving, installation of shade trees, water conserving plumbing fixtures and fittings, construction waste management, recycling of excavation soil and debris and recycling of waste material generated during operation of the proposed buildings.

### 3.5.5 OPERATING CHARACTERISTICS

At the time that this Draft EIR was prepared, with the exception of the Vallarta Supermarket, the future occupants of the proposed buildings have not been specified. The proposed supermarket would operate between the hours of 7:00 a.m. and 10:00 p.m. during which time all daily deliveries would occur. No deliveries would occur outside of business hours. The supermarket is expected to employ around 225 people with approximately 80 employees working at any one time. The retail stores are expected to operate during normal daytime/evening business hours. No quick service restaurant tenants have been identified at this time so the operating hours are unknown. It is assumed that the quick service restaurants would not operate 24-hours per day. The convenience store and fueling station could operate 24 hours per day.

The buildings are designed such that business operations would primarily be conducted within the enclosed buildings. Traffic movement, parking, and the loading and unloading of truck trailers at designated loading bays would occur outdoors. Pursuant to State law, on-road diesel-fueled trucks are required to comply with various air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws are conducted by the California Air Resources Board.

During long-term operating conditions, employees, visitors, and vehicles hauling goods would travel to and from the Project site daily. Using the trip generation rates given in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition), the Project is conservatively estimated to generate approximately 9,006 new vehicle trips associated with the proposed uses.

### 3.5.6 CONSTRUCTION ACTIVITIES

Construction is expected to occur over a period of approximately 18 months. Construction would likely be phased based on demand; however, for the purpose of this evaluation, construction of the entire Project is expected to occur at the same time. Construction activity is regulated by Perris Municipal Code Section 7.34.060, which allows construction activities during daytime hours (between the hours of 7:00 am and 7:00 pm), Monday through Saturday, except for legal holidays. Construction equipment is expected to operate on the Project site up to eight hours per day during the allowed days and time period; however, the typical working hours for most construction contractors are 7:00 a.m. to 4:00 p.m. and construction equipment is not in continual use. Rather each piece of equipment is used only periodically during a typical construction workday. Should construction activities need to occur outside of the hours permitted by the Perris Municipal Code, the Project proponent would be required to obtain authorization from the City of Perris. Should on-site concrete pouring activities need to occur at night to facilitate proper concrete curing, nighttime work would typically occur between the approximate hours of 2:00 am and 8:00 am.

Lights may be used within the construction areas, notably the construction staging areas, to provide security for construction equipment and construction materials. Further, in the event that construction related activities occur during nighttime hours at the Project site, temporary, overhead artificial lighting would be provided to illuminate the work area.

The estimated construction duration for the Project used for the purposes of evaluating impacts in this Draft EIR, are summarized in Table 3-1, *Estimated Construction Duration*. It is estimated that the Project cut and fill quantities would be balanced on the Project site and no import or export would be required. Although the exact calendar dates for the construction of each building and related improvements are subject to change, dates are provided herein for purposes of presenting a specific and reasonably foreseeable construction schedule.

**Table 3-1**
**Estimated Construction Duration**

| Construction Phase/Activity | Estimated Number of Days |
|---|---|
| Demolition | 20 |
| Site Preparation | 10 |
| Grading | 20 |
| Building Construction | 230 |
| Paving | 20 |
| Architectural Coating | 45 |

In addition to on-site construction activities, the Project would involve the construction of access driveways and utility connections to existing water and sewer lines in both North Perris Boulevard and Placentia Avenue. Construction staging would occur within the Project impact limits and would be located the farthest distance feasible from existing residential uses located west and south of the Project site.

Construction workers would travel to the Project site by passenger vehicle and materials deliveries would occur by medium- and heavy-duty trucks. Construction of the Project would require common construction equipment. The site-specific construction fleet may vary due to specific needs at the time of construction; however, a summary of construction equipment assumptions by construction phase used for purposes of analysis in this EIR is provided in Table 3-2, *Construction Equipment Assumptions*. Additional information about the construction equipment assumptions is provided in Section 4.1, *Air Quality.*

**Table 3-2**
**Construction Equipment Assumptions**

| | Equipment | Amount | Hours Per Day |
|---|---|---|---|
| Demolition | Concrete Saw | 1 | 8 |
| | Rubber Tired Dozers | 3 | 8 |
| | Excavators | 2 | 8 |
| Site Preparation | Crawler Tractors | 4 | 8 |
| | Rubber Tired Dozers | 3 | 8 |
| Grading | Crawler Tractors | 3 | 8 |
| | Excavators | 1 | 8 |
| | Graders | 1 | 8 |
| | Rubber Tired Dozers | 1 | 8 |
| | Scrapers | 2 | 8 |
| Building Construction | Cranes | 1 | 7 |
| | Crawler Tractors | 3 | 7 |
| | Forklifts | 3 | 8 |
| | Generator Sets | 1 | 8 |
| | Welders | 1 | 8 |
| Paving | Pavers | 2 | 8 |
| | Paving Equipment | 2 | 8 |
| | Rollers | 2 | 8 |
| Architectural Coating | Air Compressors | 1 | 6 |

## 3.6 SUMMARY OF REQUESTED ACTIONS

The City of Perris has primary approval responsibility for the Project. Thus, the City serves as the lead agency for the Project pursuant to State CEQA Guidelines Section 15050. The City of Perris Planning Commission is the decision-making authority for the Project applicant's requested discretionary applications (Development Plan Review and Conditional Use Permit,). In the event of approval of the Project and certification of the Final EIR, the City would subsequently conduct administrative reviews and grant ministerial permits and approvals to implement Project requirements and conditions of approval.

The EIR informs State, regional, and local government approvals needed for construction and/or operation of the Project, whether or not such actions are known or are explicitly listed. A list of the anticipated actions under City of Perris jurisdiction is provided in Table 3-3, *Project Approvals/Permits*. In addition, additional actions may be necessary from other government agencies to fully implement the Project. Table 3-3 also lists the government agencies that may be required to use the Project's EIR during

their consultation and review of the Project and its implementing actions and provides a summary of the anticipated subsequent actions associated with the Project.

**Table 3-3**
**Project Approvals/Permits**

| Public Agency | Approvals and Decisions |
|---|---|
| ***Proposed Project – City of Perris Discretionary Approvals*** | |
| City of Perris Planning Commission | Certification of the Final EIR with the determination that the EIR has been prepared in compliance with the requirements of CEQA.<br><br>Approval of Development Plan Review 23-05264 for construction of the supermarket, retail buildings, convenience store and restaurant buildings.<br><br>Approval of Conditional Use Permit 23-05264 to allow development of the proposed fast-food restaurants with drive-thru windows and the convenience store/fueling station. |
| ***Subsequent City of Perris Non-discretionary Approvals*** | |
| City of Perris | Review and approval of off-site infrastructure plans, including street and utility improvements pursuant to the conditions of approval;<br><br>Review all on-site plans, including grading and on-site utilities; and<br><br>Approval of the Water Quality Management Plan (WQMP) to address post-construction storm flows. |
| ***Other Agencies – Subsequent Approvals and Permits*** | |
| Regional Water Quality Board (RWQCB) | Issuance of a Construction Activity General Construction Permit.<br><br>Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit. |
| Eastern Municipal Water District (EMWD) | Approval of water and sewer improvement plans. |
| South Coast Air Quality Management District (AQMD) | Permits to construct and/or permits to install and operate new stationary sources of equipment that emit or control air contaminants, such as HVAC units, fuel dispensing equipment, and char-broilers (if any) associated with food service related uses. |
| Other Utility Agencies | Permits and associated approvals, as necessary for the installation of new utility infrastructure or connections to existing facilities. |

## 3.7 REFERENCES

Birdseye Planning Group, 2024. Vallarta Market Place Community Shopping Center Initial Study, October 2024, Available at https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review/-folder-476#docan1206_1313_479

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# 4.0 ENVIRONMENTAL IMPACT ANALYSIS

## 4.0-1 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS

Sections 4.1 through 4.3 of this Draft Environmental Impact Report (EIR) provide analysis of impacts for those environmental topics where it was determined in the Notice of Preparation that the Project could result in "potentially significant impacts." Each topical section includes the following information:

- A description of the existing setting that is applicable to the environmental topic.
- A discussion of the regulatory framework that is applicable to the environmental topic.
- Identification of thresholds of significance.
- Analysis of potential Project environmental impacts.
- Identification of Project-specific mitigation measures, if required, to reduce the identified significant Project impacts.
- Identification of the level of significance of impacts after mitigation, including unavoidable significant adverse impacts.
- Evaluation of potential cumulative impacts.

As discussed in Section 2.0, *Introduction*, based on the Notice of Preparation included in Appendix A of this Draft EIR, the City of Perris determined that the Project required a Project-level EIR. While several potential impacts of the Project were determined to be less than significant, other Project-specific impacts require additional project-specific analysis.

As described in Section 3.0, *Project Description*, the Project includes the construction and operation of a new 59,371-square-foot grocery store/supermarket located along the eastern site boundary, a 15,593-square-foot retail building adjacent to the supermarket building to the south, a 4,913-square-foot convenience store and fueling station located at the northwest corner of the site, a 2,367-square-foot quick service restaurant dine-in/drive-thru coffee shop building allocated adjacent to and south of the convenience store building, a 2,079-square-foot quick service restaurant building along the western side boundary, south of the coffee quick service restaurant building, a 2,621-square-foot quick service restaurant building located at the southwest corner of the site, south of the quick service restaurant building, a 7,520-square-foot retail building abutting the supermarket building to the north, and a 7,000-square-foot retail building located near the northeast corner of the site, north of the supermarket building.

Off-site improvements are comprised of six access driveways and utility connections. Three driveways would be constructed along Placentia Avenue and three along Perris Boulevard. One driveway along Placentia Avenue and one driveway along Perris Boulevard would provide two-lane ingress/egress access. Two additional driveways along Placentia Avenue and two driveways along Perris Boulevard would provide single-lane access. Potable water would be provided by the Eastern Municipal Water District (EMWD) via new meters connected to a water main located within the Perris Boulevard right-of-way. Water for fire service would be provided via a looped system with a detector check and connection

to the water main near the central driveway approach and along the west side of the site adjacent to the quick service restaurant buildings. Wastewater would be conveyed by the EMWD via a new lateral to existing lines along North Perris Boulevard and Placentia Avenue to the Perris Valley Regional Water Reclamation Facility. These Project components collectively encompass approximately 10.55 acres.

Unless otherwise noted, the analysis presented in Section 4.1 through 4.3 of this Draft EIR addresses the entire Project.

## 4.0-2 MITIGATION AND MONITORING PROGRAM

The mitigation program identified for each topical issue to reduce potential Project impacts is comprised of Project-specific mitigation measures. The components of the mitigation program are described below; each component will be included in a mitigation monitoring and reporting program for the Project. The mitigation monitoring and reporting program will be prepared as part of the Final EIR.

If the Project proponent requests a modification, substitution, or change in timing for a mitigation measure because the mitigation measure proves to be impracticable or unworkable, the City may modify, substitute, or change the timing for the mitigation measure as long as: (1) the modification, substitution, or change in timing would achieve the same or greater reduction in potential impacts of the Project as the original mitigation measure; (2) the modification, substitution, or change would not cause any impacts that were not otherwise analyzed in this EIR; (3) the City publicly provides a legitimate reason for making the modification, substitution, or change in timing and supports the reason with substantial evidence. The City of Perris Planning Division, in conjunction with any appropriate agencies or City departments, would determine the adequacy of any proposed modification, substitution, or change in timing and may refer its determination to the City of Perris Planning Commission. The Project proponent would bear any costs associated with providing information that any department or decision-making body for the City requires to make the determination.

## 4.0-3 CUMULATIVE IMPACTS

Section 15130 of the State CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. Section 15130 of the State CEQA Guidelines further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the Project alone. Section 15355 of the State CEQA Guidelines defines cumulative impacts as "… two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Section 15130(a) of the State CEQA Guidelines states that "cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable." Section 15355(b) of the State CEQA Guidelines states that "cumulative impacts represent the change in the environment caused by the incremental impact of a project when added to other closely related past, present, and reasonably foreseeable probable future projects in the vicinity." Section 15130(b)(1) of the State CEQA Guidelines further states that the information utilized in an analysis of cumulative impacts should come from one of two sources, either:

1. A list of past, present, and probable future projects producing related cumulative impacts, including if necessary, those projects outside the control of the agency, or

2. A summary of projections contained in an adopted local, regional, or Statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect.

As discussed in Section 3.5, *Project Components*, of this Draft EIR, the proposed commercial uses are allowed by right in the City of Perris Commercial Community zone. The cumulative effects evaluation is based on the current list of past, present and probable future projects (see Item 1 above) compiled by the City of Perris Planning Division for the Traffic Impact Analysis prepared for the Project. Projects within a 3-mile radius of the site are shown in Table 4.0-1, *Cumulative Projects*, and depicted in Figure 4.0-1, *Cumulative Projects.*

**Table 4.0-1**
**Cumulative Projects**

| | Project | Scope | Location |
|---|---|---|---|
| City of Perris | | | |
| P1 | Pacific Heritage 1 | 82 du | SW Nuevo & McKimball |
| P2 | Parkwest SP | 529 du | S of Nuevo Road & East PVSD |
| P3 | Sunwest Enterprises | 61 du | SW West Van Wy & De Lines |
| P4 | DR Horton - Recorded Map | 52 du | SW Nuevo and Wislon |
| P5 | DR Horton - Recorded Map | 75 du | NWC Nuevo & Evans |
| P6 | DR Horton - Recorded Map | 161 du | NEC Citrus & Evans |
| P7 | DR Horton - Recorded Map | 122 du | NWC Citrus & Dunlap |
| P8 | Sunwest Enterprises | 15 du | SE Bowen & Windflower |
| P9 | Pacific Avenue | 131 du | SW Orange & Medical |
| P10 | Stratford Ranch | 270 du | West of Evans Road @ northern City Limits |
| P11 | Barrett Apartments | 228 du | Between Barrett & Perris Blvd |
| P12 | Faith Circle | 20 du | West side of “B” Street, south of 11th Street |
| P13 | GVSP | 169 du | N of Ethanac Rd & W of Murrieta Road |
| P14 | GVSP | 116 du | NW Green Valley Pkwy & Murrieta Road |
| P15 | GVSP | 97 du | 730' E of the NWC of Goetz & Ethanac |
| P16 | TKC | 8 du | 7th & Clayton vacant land |
| P17 | Senior Housing | 429 du | SE corner of Nuevo and Murrieta |
| P18 | Stratford Ranch | 90 du | W of Evans Road and North of Ramona Exp |
| P19 | UCI Property | 145 du | SWC Metz & A St |
| P20 | Kaidence Apartments | 300 du | SW Rider and Evans |
| P21 | Mayfield | 6 du | SW Medical Center & Orange |
| P22 | Prairie View Apartments | 287 du | W of Murrieta, E of Wilson Avenue, at Dale St. |
| P23 | Tristone/David Jeffers | 22 du | Flame Avenue |
| P24 | Harvest Landing | 1,287 du | N. of Nuevo; S of Placentia; W. of Perris Blvd |
| P25 | Nova Homes | 76 du | NEC Wilson & Water |
| P26 | Citrus Court | 111 du | SW Orange & Dunlap |
| P27 | Villa Verona Apartments | 360 du | NE A & Metz |
| P28 | Stratford Ranch | 192 du | NE Ramona and Evans |
| P29 | Richland | 198 du | SE Ethanac & McPherson |
| P30 | County Lands PIP IV | 383 du | W McPherson & S Ethanac |
| P31 | Senior Housing | 141 du | NW of A & Ellis |
| P32 | GVSP | 235 du | Watson & Murrieta |
| P33 | GVSP | 191 du | Ethanac & Goetz |
| P34 | GVSP | 228 du | NEC of GV Pky/Ethanac 1,500' N of Ethanac |
| P35 | GVSP | 138 du | NWC of GV Pky and Ethanac |
| P36 | GVSP | 236 du | NWC of GV Pky and Ethanac |
| P37 | Graham PUD | 32 | W of Graham St btw Metz & Weston |
| P38 | Active Senior | 201 | NE McPherson and Mountain |
| P39 | DTSP UV | 39 | G St and 2nd St |
| P40 | Prairie View | 287 | NE Wilson and Dale |
| P41 | Lantana | 91 | NW A St and Metz |

**Table 4.0-1**
**Cumulative Projects**

| Project | | Scope | Location |
|---|---|---|---|
| P42 | | 102 du | NW 7th and G Street |
| P43 | | 188 du | NW 7th and G Street |
| P44 | | 128 du | South side of Jarvis, east of Perris Blvd |
| P45 | March Plaza (7-Eleven 3k SF) | 47,253 sf | NW corner of Perris Blvd & Harley Knox |
| P46 | Ramona Gateway Retail | 37,215 sf | SE corner of Ramona & Nevada |
| P47 | Beyond Market; drive-thru wash | 9,000 sf | SE Nuevo & Murrieta |
| P48 | Beyond Market Gas Station | 7,250 sf | NE Perris & Harley Knox |
| P49 | Walmart Fueling | 440 sf | SW corner of Perris & Citrus |
| P50 | O'Reilly | 101,158 sf | 465 E. 4th St |
| P51 | Target | 151,000 | 1688 N. Perris Blvd |
| P52 | Tommy's carwash & QSR | 8,500 | East side of Perris Blvd; south of Orange |
| P53 | Habit & QSRs | 8,000 | NW of Perris & Orange |
| P54 | 7-Eleven Auto carwash | 4,100 | SW Perris and Rider |
| P55 | Raising Canes | 3,831 | SE corner of Nuevo & Old Nuevo |
| P56 | Taco Bell | 2,150 | Ramona btw Nevada |
| P57 | Sonic | 1,287 | Ramona btw Nevada and Webster |
| P58 | Motte Town Center (MTC) | | SE corner of Ethanac and Trumble |
| P59 | Pharmacy | | S. side of 4th St west of Park St |
| P60 | Gas Station & Carwash | | 4th St and Navajo Rd |
| P61 | Gas Station, carwash & Hotel | 22,000 | NW Perris and Placentia |
| P62 | Mosque | 12,000 | NE of Barrett and Orange |
| P63 | Panera | 3,586 | Perris De Plaza |
| P64 | Jack-in-the-box/ gas station/carwash | 3,202 | SW Perris and Harley Knox |
| P65 | Lewis Indus @ San Jacinto | 122,027 | SW corner of San Jacinto and Redlands |
| P66 | Vida Church Expansion | 25,000 | 251 N. Perris Blvd - DTSP |
| P67 | Pilot J 14K & QSRs 8.2K | 22,000 | NW of Ethanac & Trumble |
| P68 | Beyond Market, Gas Station & Carwash | 6.900 | NE corner Ethanac & Trumble |
| P69 | Carwash | 5,005 | S. of 4th St btw G and Redlands |
| P70 | Farmer Boys | 3,300 | SE corner of Ethanac & Encanto |
| P71 | Jack in the Box | 2,378 | 500 E. 4th NE 4th and Wilkerson |
| P72 | Home Depot Equipment Rent | -- | 3150 Case Road |
| P73 | Habit & QSRs | 8,000 | NW of Perris & Orange |

Table 4.0-1
Cumulative Projects

| Project | | Scope | Location |
|---|---|---|---|
| P74 | Lewis (Commercial and Indus) | 122,074 | SE San Jacinto and Redlands |
| P75 | Mixed Use 2k C + 1K Res | 2,000 | SW G and 3rd - DTSP |

Note – N (North), S (South), E (East), W (West), SW (Southwest), SE (Southeast), (NW (Northwest), NE (Northeast), NWC (Northwest Corner), NEC (Northeast Corner), SWC (Southwest Corner), GVSP (Grass Valley Parkway), btw (between), SP (Specific Plan),

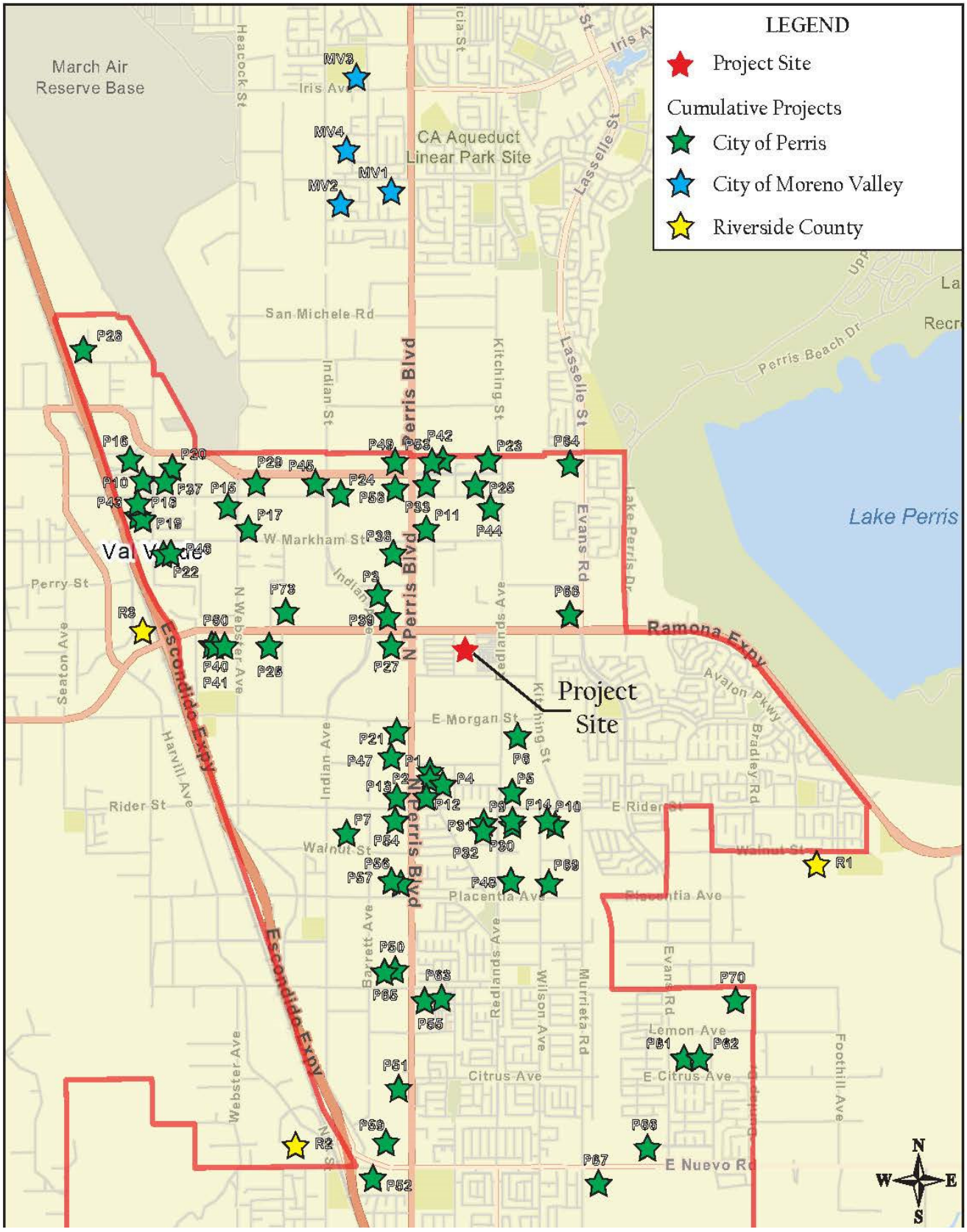


**Figure 4.0-1—Cumulative Projects**

## 4.0.4 REFERENCES

City of Perris, 2004. Environmental Impact Report City of Perris General Plan 2030, State Clearinghouse #2004031135. October 2004, certified April 26, 2005. Available at: http://www.cityofperris.org/city-hall/general-plan/General_Plan_2030.pdf

Mizuta Traffic Consulting, Inc., *Vallarta Market Place Shopping Center Project Traffic Analysis*, City of Perris. October 2024.

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## TABLES

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# 4.1 AIR QUALITY

This section provides Project-specific analysis of the potential air quality impacts during construction and operation of the Project based on a Project-specific Air Quality and Greenhouse Gas Report (Appendix B). All references used in this Section are listed in Section 4.1.7, *References*.

- Birdseye Planning Group, February 2025, *Vallarta Market Place Commercial Shopping Center Air Quality and Greenhouse Gas Report*, Included in Appendix B of this Draft EIR.

No comments relating to the issue of air quality were raised in response to the Notice of Preparation for this Draft EIR. During the December 6, 2024 Draft EIR public scoping meeting, the Planning Commissioners questioned why an EIR was being prepared for the proposed Project. In response, it was explained that because of the Project scope and size, operational emissions would exceed the South Coast Air Quality Management District (AQMD) thresholds of significance for Reactive Organic Gas/Volatile Organic Compounds (ROG/VOC) and Nitrogen Oxide (NOx) emissions, and Greenhouse Gas emissions. No other public agencies, organizations' representatives and members of the public requested that the Draft EIR address Project and cumulative air quality impacts to sensitive receptors (e.g., residents and schools) from operations, and to identify mitigation measures for impacts.

## 4.1.1 EXISTING SETTING

### Climate and Meteorology

The climate of the South Coast Air Basin is determined by its terrain and geographical location. The South Coast Air Basin consists of a coastal plain with connecting broad valleys and low hills. The Pacific Ocean forms the southwestern border, and high mountains surround the rest of the South Coast Air Basin. The South Coast Air Basin lies in the semi-permanent high-pressure zone of the eastern Pacific. The resulting climate is mild and tempered by cool ocean breezes. This climatological pattern is rarely interrupted. However, periods of extremely hot weather, winter storms, or easterly Santa Ana wind conditions can occur.

Annual average temperatures vary little throughout the South Coast Air Basin, ranging from the low-to-middle 60s, measured in degrees Fahrenheit. With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The majority of annual rainfall in the South Coast Air Basin occurs between October and March. Summer rainfall is minimal and generally limited to scattered thundershowers in coastal regions and slightly heavier showers in the eastern portion of the South Coast Air Basin and along the coastal side of the mountains. Average temperatures in winter months in the project area range from a low of 34 degrees F to a high of 68 degrees F. In the summer, average temperatures range from a low of 59 degrees F to a high of 98 degrees F. During an average year, the greatest amount of precipitation, 2.86 inches, occurs in February.

### Criteria Pollutants

The federal and state governments have been empowered by the federal and state Clean Air Acts to regulate emissions of airborne pollutants and have established ambient air quality standards for the protection of public health. The U.S. Environmental Protection Agency (EPA) is the federal agency designated to administer air quality regulation, while the California Air Resources Board (CARB) is the state equivalent in California. Federal and state standards have been established for six criteria

pollutants, including ozone ($O_3$), carbon monoxide (CO), nitrogen dioxide ($NO_2$), sulfur dioxide ($SO_2$), particulates less than 10 and 2.5 microns in diameter ($PM_{10}$ and $PM_{2.5}$), and lead (Pb). California has also set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Table 4.2-1 lists the current federal and state standards for each of these pollutants. Standards have been set at levels intended to be protective of public health. California standards are more restrictive than federal standards for each of these pollutants except lead and the eight-hour average for carbon monoxide. The federal, state and location regulations that pertain to air pollutants are summarized below.

**TABLE 4.1-1 AMBIENT AIR QUALITY STANDARDS**

| Pollutant | Average Time | California Standards | National Standards |
|---|---|---|---|
| Ozone ($O_3$) | 1 hour | 0.09 ppm | -- |
| | 8 hours | 0.070 ppm | 0.070 ppm |
| Carbon Monoxide (CO) | 8 hours | 9.0 ppm | 9 ppm |
| | 1 hour | 20 ppm | 35 ppm |
| Nitrogen Dioxide ($NO_2$) | Annual Average | 0.030 ppm | 0.053 ppm |
| | 1 hour | 0.18 ppm | 100 ppb |
| Sulfur Dioxide ($SO_2$) | Annual Average | -- | 0.03 ppm |
| | 24 hours | 0.04 ppm | 0.14 ppm |
| | 1 hour | 0.25 ppm | 75 ppb |
| Respirable Particulate Matter ($PM_{10}$) | 24 hours | 50 $mg/m^3$ | 150 $mg/m^3$ |
| | Annual Arithmetic Mean | 20 $mg/m^3$ | -- |
| Fine Particulate Matter ($PM_{2.5}$) | Annual Arithmetic Mean | 12 $mg/m^3$ | 12 $mg/m^3$ |
| | 24 hours | -- | 35 $mg/m^3$ |
| Sulfates | 24 hours | 25 $mg/m^3$ | -- |
| Lead | 30-day Average | 1.5 $mg/m^3$ | -- |
| | Calendar Quarter | -- | 1.5 $mg/m^3$ |
| | 3-month Rolling Average | -- | 0.15 $mg/m^3$ |
| Hydrogen Sulfide | 1 hour | 0.03 ppm | -- |
| Vinyl Chloride | 24 hours | 0.010 ppm | -- |

Notes:
ppm = parts per million
ppb – parts per billion
mg/m3 = micrograms per cubic meter
mg/m3 = milligrams per cubic meter
Source: California Air Resources Board 2024

## Description of Criteria Pollutants

Ozone. Ozone is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides ($NO_X$) and reactive organic gases (ROG)[1] (also referred to as Volatile Organic Compounds [VOC]). Nitrogen oxides are formed during the combustion of fuels, while reactive organic compounds are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it mostly occurs in concentrations considered serious between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to ozone include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

Carbon Monoxide. Carbon monoxide is a local pollutant that is found in high concentrations only near the source. The major source of carbon monoxide, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes. Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, carbon monoxide reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity and impaired mental abilities.

Nitrogen Dioxide. Nitrogen dioxide ($NO_2$) is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but nitric oxide reacts rapidly to form nitric dioxide, creating the mixture of nitric oxide and nitric dioxide commonly called nitrogen oxides ($NO_X$). Nitrogen dioxide is an acute irritant. A relationship between nitric dioxide and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Nitrogen dioxide absorbs blue light and causes a reddish-brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of $PM_{10}$ and acid rain.

Suspended Particulates. Respirable particulate matter ($PM_{10}$) is particulate matter measuring no more than 10 microns in diameter, while fine particulate matter ($PM_{2.5}$) is particulate matter measuring no more than 2.5 microns in diameter. Suspended particulates are mostly dust particles, nitrates and sulfates. Both $PM_{10}$ and $PM_{2.5}$ are by-products of fuel combustion and wind erosion of soil and unpaved roads, and are directly emitted into the atmosphere through these processes. Suspended particulates are also created in the atmosphere through chemical reactions. The characteristics, sources, and potential health effects associated with the small particulates (those between 2.5 and 10 microns in diameter) and fine particulates ($PM_{2.5}$) can be very different. The small particulates generally come from windblown dust and dust kicked up from mobile sources. The fine particulates are generally associated with combustion processes as well as being formed in the atmosphere as a secondary pollutant through chemical reactions. Fine particulate matter is more likely to penetrate deeply into the lungs and poses a health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the small and fine particulate matter that is inhaled into the lungs remains there. These

[1] Organic compound precursors of ozone are routinely described by a number of variations of three terms: hydrocarbons (HC), organic gases (OG), and organic compounds (OC). These terms are often modified by adjectives such as total, reactive, or volatile, and result in a rather confusing array of acronyms: HC, THC (total hydrocarbons), RHC (reactive hydrocarbons), TOG (total organic gases), ROG (reactive organic gases), TOC (total organic compounds), ROC (reactive organic compounds), and VOC (volatile organic compounds). While most of these differ in some significant way from a chemical perspective, from an air quality perspective two groups are important: non-photochemically reactive in the lower atmosphere, or photochemically reactive in the lower atmosphere (HC, RHC, ROG, ROC, and VOC).

materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

Toxic Air Contaminants/Diesel Particulate Matter. Hazardous air pollutants, also known as toxic air contaminants or air toxics, are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects. Examples of toxic air pollutants include:

- benzene, which is found in gasoline;
- perchloroethylene, which is emitted from some dry-cleaning facilities; and
- methylene chloride, which is used as a solvent.

Transportation related emissions are focused on particulate matter constituents within diesel exhaust and toxic air contaminant constituents that comprise a portion of total organic gas emissions from both diesel and gasoline fueled vehicles. Diesel engine emissions are comprised of exhaust particulate matter and total organic gases which are collectively defined for the purpose of a health risk assessment, as diesel particulate matter. Diesel particulate matter and total organic gas emissions from both diesel and gasoline fueled vehicles is typically composed of carbon particles and carcinogenic substances including polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene. Diesel exhaust also contains gaseous pollutants, including volatile organic compounds and oxides of nitrogen ($NO_x$).

**Monitored Air Quality**

The South Coast AQMD operates a network of 32 permanent ambient air monitoring stations and two single pollutant source impact air monitoring sites throughout the South Coast Air Basin. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the California and federal ambient air quality standards. The City of Perris is located within Source Receptor Area 24 (Perris Valley). Prior to 2022, ambient air emissions of ozone within Source Receptor Area 24 were monitored at the Perris Valley station, which was located approximately 2.3 miles southwest of the Project site. This monitoring station also measured ambient concentrations of $PM_{10}$ prior to 2021. Ambient air quality concentrations are no longer monitored within Source Receptor Area 24. To identify existing ambient air quality for this area in Table 4.1-2, data were also obtained from the Lake Elsinore monitoring station located on West Flint Street Table 4.1-2 provides a summary of monitoring data at the Perris Valley station for ozone and $PM_{10}$. Nitrogen oxide and $PM_{2.5}$ data is provided from the Lake Elsinore monitoring station.

As shown, in 2021, the state $PM_{10}$ and federal ozone standards were exceeded at the Perris Valley monitoring station. The federal ozone standard was exceeded in 2022 and 2023. Nitrogen oxide standards were not exceeded during the years reported. No exceedances of the Nitrogen Dioxide standards were recorded. Four exceedances of the $PM_{10}$ standard occurred in 2021 at the Perris Valley station. The federal $PM_{10}$ standard was exceeded once in 2023. There is insufficient data to determine whether the $PM_{2.5}$ standard was exceeded in 2021, 2022 or 2023.

**Table 4.1-2**
**Ambient Air Quality Data**

| Pollutant | 2021 | 2022 | 2023 |
|---|---|---|---|
| Ozone, ppm – First High 8-Hour Average (2015 Standard) | 0.094 | 0.091 | 0.103 |
| Number of days of above 2015 standard (>0.070 ppm) | 55 | 37 | 31 |
| Nitrogen Dioxide, ppm – First High National | 43.7 | 37.2 | 41.7 |
| Nitrogen Dioxide, ppm – First High State | 43 | 37 | 41 |
| Days above the State standard (>0.18 ppm) | 0 | 0 | 0 |
| Days above the national standard (>100 ppb) | 0 | 0 | 0 |
| Particulate Matter <10 microns, μg/m$^3$ First High Federal | 77.5 | 91.8 | 187 |
| Particulate Matter <10 microns, μg/m$^3$ First High State | 73.5 | 84.8 | 87 |
| Estimated number of days greater than national 24-hour standard (>150 μg/m$^3$) | 0 | 0 | 1 |
| Estimated number of days greater than state standard (>50 μg/m$^3$) | 4 | ND | ND |
| Particulate Matter <2.5 microns, μg/m$^3$ First High | 28.8 | 16.2 | 19.9 |
| Annual average (exceedances of 12 μg/m$^3$ standard not reported) | ND | ND | ND |
| Number of samples of Federal exceedances (>12 μg/m$^3$) | ND | ND | ND |

*Perris – 237 ½ North D Street Monitoring Station* - 2021 Ozone and PM10 data only
*Note – Nitrogen Dioxide, PM10 (2022 and 2023), Ozone (2022 and 2023) and PM2.5 data from Lake Elsinore West Flint Street monitoring station*
**Data insufficient to determine the value*
*Source: California Air Resources Board, 2021, 2022, 2023 Annual Air Quality Data Summaries available at https://www.arb.ca.gov/adam/topfour/topfour1.php*

## Sensitive Receptors

Sensitive receptors include, but are not limited to, hospitals, schools, daycare facilities, elderly housing and convalescent facilities. These are areas where the occupants are more susceptible to the adverse effects of exposure to air pollutants. Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare as well that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. The sensitive receptors located nearest to the Project site are the single-family residences located north of the site across Placentia Avenue, adjacent to and east of the site and south of the Project site.

## 4.1.2 EXISTING POLICIES AND REGULATIONS

The Air Quality and Greenhouse Gas Report included in Appendix B of this Draft EIR, provides a complete discussion of the regulatory framework for the analysis of air quality impacts. Regulatory information for air quality that is particularly relevant to the Project is presented below.

### Federal Regulations

The EPA regulates emissions sources such as aircraft, ships, and certain locomotives. The EPA's air quality mandates are drawn primarily from the Clean Air Act, which was first enacted in 1955 and subsequently amended; Congress's most recent major amendments were in 1990. The Clean Air Act established National Ambient Air Quality Standards. These standards identify air quality levels for criteria pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe (with an adequate margin of safety) to protect the public health and welfare. As part of its enforcement responsibilities, the EPA requires each State with federal nonattainment areas to prepare and submit a State Implementation Plan that includes pollution control measures that demonstrate how the standards will be met.

The 1990 amendments to the Clean Air Act that identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standards require a demonstration of reasonable further progress toward attaining and incorporating additional sanctions for failure to attain or meet interim milestones. The Clean Air Act sections most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the National Ambient Air Quality Standards for the following criteria pollutants ozone, nitrogen dioxide, sulfur dioxide, $PM_{10}$, CO, $PM_{2.5}$, and lead. The National Ambient Air Quality Standards were amended in July 1997 to include an additional standard for ozone and to adopt a National Ambient Air Quality Standard for $PM_{2.5}$.

### State Regulations

#### *California Environmental Protection Agency*

The mission of the California Environmental Protection Agency (CalEPA) is to restore, protect, and enhance the environment, to ensure public health, environmental quality, and economic vitality. This is accomplished by developing, implementing, and enforcing environmental laws that regulate air, water, and soil quality, pesticide use, and waste recycling and reduction. Relevant to air quality, CalEPA consists of CARB and the Office Environmental Health Hazard Assessment. In 2012, the State Legislature passed Senate Bill (SB) 535, which targets disadvantaged communities in California for the investment of proceeds from the State's cap-and-trade program to improve public health, quality of life, and economic opportunity in California's most burdened communities, while also reducing pollution. SB 535 directed that 25% of the Greenhouse Gas Reduction Fund's proceeds go to projects that provide a benefit to disadvantaged communities. The legislation gave CalEPA responsibility for identifying those communities. In 2016, the Legislature passed Assembly Bill (AB) 1550, which now requires that 25% of proceeds from the fund be spent on projects located in disadvantaged communities. CalEPA has prepared a list of disadvantaged communities for the purpose of SB 535 and CalEnviroScreen is a general mapping tool developed by the Office Environmental Health Hazard Assessment to help identify California communities that are most affected by sources of pollution.

### *California Air Resources Board*

CARB, a part of the CalEPA, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal Clean Air Act, and for regulating emissions from consumer products and motor vehicles. AB 2595 mandates the achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources to attain the state ambient air quality standards by the earliest practical date. CARB established the California Ambient Air Quality Standards for all pollutants for which the federal government has adopted National Ambient Air Quality Standards and, in addition, establishes standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. However, at this time, hydrogen sulfide and vinyl chloride are not measured at any monitoring stations within the South Coast Air Basin because they are not considered to be a regional air quality problem. Generally, the California Ambient Air Quality Standards are more stringent than the National Ambient Air Quality Standards (as shown in Table 4.2-1).

### *Community Air Protection Program*

In response to AB 617 (2017), which addresses criteria air pollutants and toxic air contaminants from sources other than vehicles, CARB established the Community Air Protection Program. The Community Air Protection Program's focus is to reduce exposure in communities most impacted by air pollution. This Statewide effort includes community air monitoring and community emissions reduction programs. In addition, the Legislature appropriated funding to support early actions to address localized air pollution through targeted incentive funding to deploy cleaner technologies in these communities and grants to support community participation in the Community Air Protection Program process. AB 617 also includes new requirements for accelerated retrofit of pollution controls on industrial sources, increased penalty fees, and greater transparency and availability of air quality and emissions data, which will help advance air pollution control efforts throughout the State. This new effort provides an opportunity to continue to enhance air quality planning efforts and better integrate community, regional, and State level programs to provide clean air for all Californians.

### *Title 24 Building Energy Efficiency Standards*

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. On August 11, 2021, the California Energy Commission adopted the 2022 Energy Code. In December 2021, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. Among other updates like strengthened ventilation standards for gas cooking appliances, the 2022 Energy Code includes updated standards such as new electric heat pump requirements for residential uses, schools, offices, banks, libraries, retail, and grocery stores; the promotion of electric-ready requirements for new homes including the addition of circuitry for electric appliances, battery storage panels and dedicated infrastructure to allow for the conversion from natural gas to electricity; and the expansion of solar photovoltaic and battery storage standards to additional land uses including high-rise multi-family residences, hotels and motels, tenant spaces, offices (including medical offices and clinics), retail and grocery stores, restaurants, schools, and civic uses (including

theaters auditoriums, and convention centers). Newly constructed commercial buildings would also be required to have a solar photovoltaic array and an energy storage system installed. Projects whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

## Regional Regulations

### *Southern California Association of Governments*

On April 4, 2024, Regional Council of the Southern California Association of Governments (SCAG) unanimously voted to approve and fully adopt Connect SoCal – The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2024), and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal 2024 is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal 2024 contains twelve mobility policies that provide guidance for considering projects based on SCAG's long-range planning strategies.

### *South Coast Air Quality Management District*

The City of Perris is within the South Coast Air Basin, where the South Coast AQMD is the agency principally responsible for comprehensive air pollution control. As a regional agency, the South Coast AQMD works directly with SCAG, county transportation commissions, and local governments and cooperates actively with all applicable federal and State government agencies. The South Coast AQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emissions sources, and enforces such measures through educational programs or fines when necessary. The South Coast AQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a sequence of air quality management plans.

### *Air Quality Management Plan*

The National and State ambient air quality standards presented in Table 4.1-1 establish the context for the local air quality management plans (AQMPs) and for determining the significance of a project's contribution to local or regional pollutant concentrations. The National and State ambient air quality standards represent the level of air quality considered safe, with an adequate safety margin, to protect public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other diseases or illness, and persons engaged in strenuous work or exercise.

The South Coast AQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and State air quality standards. Currently, the National and State ambient air quality standards are exceeded in most parts of the South Coast Air Basin. In response, the South Coast AQMD has adopted a series of AQMPs to meet the State and federal ambient air quality standards. AQMPs are updated regularly to more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy. The current AQMP was adopted by the South Coast AQMD Governing Board on December 2, 2022. The AQMP control measures and related emission reduction estimates are based on emissions projections for a future development scenario

derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections.

***South Coast AQMD Rules***

There are numerous requirements that development and redevelopment projects must comply with by law. They were put in place by federal, State, and local regulatory agencies to improve air quality. Rules that are applicable to the proposed Project include the following:

**South Coast AQMD Rule 401, Visible Emissions,** states that project or person shall -not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is: (1) As dark or darker in shade as that designated No. I on the Ringelmann Chart, as published by the United States Bureau of Mines, or (2) Of such Opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in subsection (a)(1) of this rule.

**South Coast AQMD Rule 402, Nuisance**, states that a project shall not "discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

**South Coast AQMD Rule 403, Fugitive Dust**, is intended to reduce the amount of particulate matter entrained in the ambient air due to anthropogenic (human-made) fugitive dust sources by requiring actions to prevent and reduce fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earthmoving and grading activities.

**South Coast AQMD Rule 1110.2, Emissions from Gaseous and Liquid Fueled Engines.** The purpose of Rule 1110.2 is to reduce Oxides of Nitrogen (NOx), Volatile Organic Compounds (VOC), and Carbon Monoxide (CO) from engines. All stationary and portable engines over 50 rated brake horsepower (bhp) are subject to this rule.

**South Coast AQMD Rule 1113, Architectural Coating,** limits the Volatile Organic Compound (VOC) content of architectural coatings used on projects in the South Coast Air Basin. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the South Coast Air Basin must comply with the current VOC standards set in this rule.

**South Coast AQMD Rule 1116, Permit to Operate.** The purpose of this rule is to limit the emission of Volatile Organic Compounds (VOC) from Coatings associated with the Refinishing of Motor Vehicles, Mobile Equipment and their Associated Parts and Components.%

**South Coast AQMD Rule 1470**, **Requirements for Stationary Diesel Fueled Internal Combustion and Other Compression Ignition Engines.** This rule shall apply to any person who either sells a stationary compression ignition engine, offers a stationary compression ignition engine for sale, leases a stationary compression ignition engine, or purchases a stationary compression ignition engine for use in

the South Coast Air Quality Management District, except as provided in subdivision. (2) This rule shall apply to any person who owns or operates a stationary compression ignition engine in the South Coast Air Quality Management District with a rated brake horsepower greater than 50 (>50 bhp), except as provided in subdivision (h).

**South Coast AQMD Rule 201, Permit to Construct,** requires a "Permit to Construct" prior to the installation of any equipment "the use of which may cause the issuance of air contaminants …", and Regulation II provides the requirements for the application for a Permit to Construct. Rule 203 similarly requires a Permit to Operate. Rule 219, Equipment Not Requiring a Written Permit Pursuant to Regulation II, identifies "equipment, processes, or operations that emit small amounts of contaminants that shall not require written permits.

**South Coast AQMD Rule 203, Permit to Operate** requires that a person shall not operate or use any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit to operate.

### *Local Regulations*

#### *City of Perris*

Local jurisdictions, such as the City of Perris, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City of Perris is also responsible for the implementation of transportation control measures as outlined in the 2022 AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

The Healthy Community Element of the City of Perris General Plan identifies the following policy for air pollutant emissions generated by development projects:

Policy HC 6.3: Promote measures that will be effective in reducing emissions during construction activities:

- Perris will ensure that construction activities follow existing South Coast AQMD rules and regulations.

- All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the South Coast AQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the South Coast AQMD.

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

### 4.1.3 METHODOLOGY

In accordance with the CEQA requirements, the City does not, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the City and region will meet federal and state standards. Instead, the City relies on the expertise of the South Coast AQMD and utilizes the South Coast AQMD CEQA Handbook and newer thresholds of significance as guidance for the environmental review of plans and development proposals within its jurisdiction.

This air quality analysis conforms to the methodologies recommended in the South Coast AQMD's *CEQA Air Quality Handbook* (1993). The handbook includes thresholds for emissions associated with both construction and operation of proposed projects. All emissions were calculated using the California Emissions Estimator Model (CalEEMod) software version 2022.1.

Construction activities such as demolition, clearing, grading and excavation would generate diesel and dust emissions. Construction equipment that would generate criteria air pollutants includes excavators, graders, dump trucks, and loaders. It was assumed that all construction equipment used would be diesel-powered. Construction emissions associated with development of the proposed project by estimating the types of equipment (including the number) that would be used on-site during each of the construction phases. Construction emissions are analyzed using the regional thresholds established by the South Coast AQMD and published in the *CEQA Air Quality Handbook.*

Operational activities associated with the Project would result in emissions of ROG/VOC, NOx, $SO_X$, CO, $PM_{10}$, and $PM_{2.5}$. Operational emissions are generated by area, energy and mobile sources which are summarized as follows:

**Area Source Emissions**

**Architectural Coatings**. Over time the building constructed as part of the project would require maintenance. Emissions would be generated from the use of evaporative solvents contained in paints, varnishes, primers, and other surface coatings. As required per South Coast AQMD Rule 1113, the construction contractors would be required to utilize "Super-Compliant" VOC paints. These paints have a VOC standard of less than 10 grams per liter. The default traffic coating value of 100 grams per liter was assumed for parking lot striping.

**Consumer Products**. Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.

**Landscape Maintenance Equipment**. Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, blowers, trimmers and related equipment used to maintain the landscaping.

**Energy Source Emissions**

**Natural Gas and Electricity**. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. When combustion of natural gas occurs within a building, the building is considered a direct emission source and CalEEMod 2022.1 calculates emissions of all criteria pollutants. With respect to electricity, energy used in buildings is typically generated by off-site facilities (i.e., power plants). Because power plants are existing stationary sources, criteria pollutant emissions are generally associated with the power plants and not the individual buildings or electricity users. Project-related electricity generation is considered to take place off-site; and therefore, criteria pollutant emissions are not accounted for.

**Mobile Sources**

As reported in the *Trip Generation and VMT Screening Analysis for the Proposed Vallarta Market Place Community Shopping Center Project* (Mizuta Traffic Consulting, Inc. October 2024), the proposed Project would generate an estimated average of 16,614 new daily trips. The Project related operational air quality emissions are derived primarily from vehicle trips. Trip generation rates as well as trip type, primary and pass-by (i.e., vehicles already on the street but stop when passing by the site) associated with the project were adjusted in CalEEMod to match the approved trip generation rates and pass by percentages for each proposed use in the above-referenced trip generation memorandum.

### 4.1.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on air quality if it would:

a) Conflict with or obstruct implementation of the applicable air quality plan;

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;

c) Expose sensitive receptors to substantial pollutant concentrations; and

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The South Coast AQMD has developed specific quantitative thresholds that apply to projects within the South Coast Air Basin. The current thresholds of significance were published by the South Coast AQMD in March 2023. The following significance thresholds apply to short-term construction activities:

- 75 pounds per day of VOC
- 100 pounds per day of $NO_X$
- 550 pounds per day of CO
- 150 pounds per day of SOx
- 150 pounds per day of $PM_{10}$
- 55 pounds per day of $PM_{2.5}$

The following significance thresholds apply to long-term operational emissions:

- 55 pounds per day of VOC
- 55 pounds per day of $NO_X$
- 550 pounds per day of CO
- 150 pounds per day of $SO_X$
- 150 pounds per day of $PM_{10}$
- 55 pounds per day of $PM_{2.5}$

### 4.1.5 ENVIRONMENTAL IMPACTS

**Impact Analysis**

| **Threshold a: Would the project conflict with or obstruct implementation of the applicable air quality plan?** |
|---|

The Project is located within the South Coast Air Basin, which is under the jurisdiction of the South Coast AQMD. The South Coast AQMD is required, pursuant to the federal Clean Air Act, to reduce criteria pollutant emissions for which the South Coast Air Basin is in nonattainment. To reduce such emissions, the South Coast AQMD adopted a series of AQMPs. The AQMPs are a regional and multi-agency effort including the South Coast AQMD, CARB, SCAG, and the U.S. EPA. AQMPs are updated regularly to ensure an effective reduction in emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. The current AQMP was adopted by the South Coast AQMD Governing Board in December 2022.

The AQMP's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including Connect SoCal, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's Connect SoCal 2020 growth forecasts were defined in consultation with local governments and with reference to local general plans.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Sections 12.2 and Section 12.3 of the South Coast AQMD CEQA Air Quality Handbook. These indicators are discussed below.

***Consistency Criterion No. 1: The proposed Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.***

The violations that Consistency Criterion No. 1 refers to are the national and state ambient air quality standards. National and state ambient air quality standards violations would occur if localized significance thresholds were exceeded. As discussed in greater detail below, The South Coast AQMD has developed localized significance thresholds (LSTs) in response to concerns regarding the exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that would not cause or contribute to an air quality exceedance of the most stringent applicable federal or state

ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area, project size, distance to the sensitive receptor and related factors. As discussed below, the Project's construction and operational activities would not exceed the South Coast AQMD applicable LSTs. Therefore, the Project would not conflict with the 2022 AQMP.

***Consistency Criterion No. 2: The Project would not exceed the assumptions in the AQMP based on the years of Project build-out phase.***

As stated, under state law, the South Coast AQMD is required to prepare an AQMP for pollutants for which the South Coast Air Basin is designated non-attainment. Each iteration of the South Coast AQMD AQMP is an update of the previous plan and has a 20-year horizon. A project may be deemed inconsistent with the AQMP if it would generate population, housing or employment growth exceeding forecasts used in the development of the AQMP. The 2022 AQMP incorporates local city General Plans and the Connect SoCal 2020 socioeconomic forecast projections of regional population, housing and employment growth. The growth projections from Connect SoCal 2020 were utilized in the preparation of the air quality forecasts and consistency analysis included in the 2022 AQMP. Projects whose growth is included in the projections used in the formulation of the AQMP are considered to be consistent with the plan and not to interfere with its attainment.

The project site has a City of Perris General Plan land use designation of Community Commercial. Because the Project would be consistent with the General Plan land use designation, it would also be consistent with the regional growth projections adopted in the 2022 AQMP. Therefore, the Project would not conflict with or obstruct the AQMP and not cause an adverse impact under threshold (a).

***Mitigation Measures***

No mitigation measures are required.

***Level of Significance After Mitigation***

Project impacts would be less than significant.

**Threshold b: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?**

***Construction Emissions***

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust ($PM_{10}$ and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles, in addition to VOC that would be released during the drying phase upon application of paint and other architectural coatings. Construction would generally consist of demolition, site preparation, grading, construction of the proposed buildings, paving, and architectural coating (i.e., paint) application.

Graded soils would be balanced on the project site; thus, no soil import or export would be required. The project would be required to comply with South Coast AQMD Rule 403, as referenced above, which

identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Therefore, the following conditions, which are required to reduce fugitive dust in compliance with South Coast AQMD Rule 403, were included in the CalEEMod calculations for site preparation and grading phases of construction.

1. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day. The analysis provided herein assumes watering would occur two times daily.

3. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.

4. **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).

5. **Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Construction emissions modeling for demolition, site preparation, grading, building construction, paving, and architectural coating application is based on the overall scope of the proposed development and construction phasing which is expected to begin in 2026 and extend through 2027. For dust control, it was assumed the disturbed area would be watered twice daily. In addition to South Coast AQMD Rule 403, emissions modeling also accounts for the use of low-VOC Super-Compliant paint (10 grams per liter for non-flat coatings and 100 grams per liter for pavement coatings) as required by South Coast AQMD Rule 1113. Table 4.1-3 summarizes the estimated maximum mitigated daily emissions of pollutants occurring during each year of construction. As shown in Table 4.1-3, construction of the proposed project would not exceed the South Coast AQMD regional thresholds of significance. This impact would be less than significant.

**TABLE 4.1-3**
**ESTIMATED MAXIMUM MITIGATED MASS DAILY CONSTRUCTION EMISSIONS**

| Construction Phase | Maximum Emissions (pounds/day) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_x$ | CO | SOx | $PM_{10}$ | $PM_{2.5}$ |
| 2026 Maximum | 3.21 | 29.2 | 29.8 | 0.05 | 6.58 | 3.82 |
| 2027 Maximum | 45.4 | 11.0 | 16.4 | 0.03 | 1.07 | 0.51 |
| ***South Coast AQMD Regional Thresholds of Significance*** | ***75*** | ***100*** | ***550*** | ***150*** | ***150*** | ***55*** |
| Threshold Exceeded 2026? | No | No | No | No | No | No |
| Threshold Exceeded 2027? | No | No | No | No | No | No |

See Appendix A of Appendix B

### *Long-Term Regional Impacts*

*Regional Pollutant Emissions*

Table 4.1-4 summarizes summer emissions associated with operation of the proposed Project. Operational emissions include emissions from electricity consumption (energy sources), vehicle trips (mobile sources), and area sources including architectural coating emissions as the structures are repainted over the life of the project.

**TABLE 4.1-4**
**ESTIMATED MASS DAILY OPERATIONAL EMISSIONS**

| Operations Phase | Estimated Emissions (pounds/day) | | | | | |
|---|---|---|---|---|---|---|
| | ROG/VOC | $NO_X$ | CO | $SO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| Mobile | 58.1 | 36.4 | 323.0 | 0.74 | 64.7 | 16.8 |
| Area | 3.4 | 0.04 | 4.72 | <0.005 | 0.01 | 0.01 |
| Energy | 0.04 | 0.67 | 0.57 | <0.005 | 0.05 | 0.05 |
| Total Daily Emissions | 61.5 | 37.1 | 328 | 0.74 | 64.8 | 16.9 |
| South Coast AQMD Thresholds of Significance | 55 | 55 | 550 | 150 | 150 | 55 |
| Threshold Exceeded? | Yes | No | No | No | No | No |

See Appendix for CalEEMod version. 2022.1 computer model output for operational emissions. Summer emissions shown.

Note – totals may vary slightly due to rounding.

As shown in Table 4.1-4, the South Coast AQMD thresholds of significance for NOx, CO, $SO_X$, $PM_{10}$ and $PM_{2.5}$ would not be exceeded. However, the daily emissions would exceed the South Coast AQMD thresholds of significance for ROG/VOC. Therefore, the Project's regional air quality impacts would be significant.

***Mitigation Measures***

As shown in Table 4.1-4, the vast majority of emissions generated by the Project would be generated by motor vehicles traveling to and from the Project site. The only means of reducing this impact is to reduce the number of vehicles with internal combustion engines that travel to and from the Project site. There are no reasonable or feasible mitigation measures that would reduce potential operational air quality impacts to a less than significant level.

***Level of Significance After Mitigation***

Impacts associated with ROG/VOC emissions would remain **significant and unavoidable**.

**Threshold c: Would the project expose sensitive receptors to substantial pollutant concentrations?**

Localized Significance Thresholds. LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area, project size, distance to the sensitive receptor and related factors. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for $NO_X$, CO, $PM_{10}$ and $PM_{2.5}$. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, South Coast AQMD, June 2003).

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The South Coast AQMD provides lookup tables for project sites that measure one, two, or five acres. A total of 3.5 acres would be disturbed daily during the site preparation and grading phases. To provide a conservative evaluation of potential short-term LST impacts, the look up table values for two acres were used for both site preparation and grading. The project site is located in Source Receptor Area 24 (Perris Valley). LSTs for construction related emissions within Source Receptor Area 24 at varying distances between the source and receiving property are shown in Table 4.1-5.

The South Coast AQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011). The following describes the methods used to apply the fact sheet methods to the CalEEMod output data for comparison with the Localized Significance Thresholds (LSTs). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. Construction-related emissions reported by CalEEMod are compared to the localized significance

threshold lookup tables. Table 3-2 and CalEEMod output in Appendix B shows the construction equipment assumed for this analysis.

As referenced, the nearest sensitive receptors to the Project site abut the property to the east and south. For sensitive properties located less than 25 meters from an emission source, the 25-meter values are used to evaluate construction emissions relative to LST thresholds as stated in Chapter 3 of the South Coast AQMD Final Significance Threshold Methodology (Revised July 2008). As shown in Table 4.1-6, unmitigated on-site emissions would exceed the LST thresholds shown in Table 4.1-5 at 25 meters for $PM_{10}$ and $PM_{2.5}$. Without mitigation, impacts would be **potentially significant** per thresholds (b) and (c) referenced above. Mitigation Measure AIR-1 would reduce potentially significant short-term LST impacts to less than significant.

**Table 4.1-5**
**South Coast AQMD LSTs for Construction**

| Pollutant | Allowable emissions as a function of receptor distance in meters from a two-acre site (pounds/day) | | | | |
|---|---|---|---|---|---|
| | 25 | 50 | 100 | 200 | 500 |
| Gradual conversion of $NO_x$ to $NO_2$ | 170 | 200 | 264 | 379 | 684 |
| CO | 883 | 1,262 | 2,232 | 5,136 | 18,974 |
| $PM_{10}$ | 7 | 20 | 38 | 75 | 186 |
| $PM_{2.5}$ | 4 | 6 | 10 | 23 | 91 |

Source: http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf, October 2009.

**TABLE 4.1-6**
**UNMITIGATED CONSTRUCTION LST EMISSIONS**

| Emissions Sources | $NO_X$ | CO | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|
| Site Preparation | 29.2 | 28.8 | **8.9** | **5.08** |
| Grading | 15.0 | 17.4 | 2.49 | 1.48 |
| Building Construction – 2026 | 9.8 | 13.0 | 0.38 | 0.35 |
| Building Construction – 2027 | 9.3 | 12.9 | 0.3 | 0.3 |
| Architectural Coating | 0.83 | 1.13 | 0.02 | 0.02 |
| Paving - 2027 | 6.9 | 9.9 | 0.27 | 0.27 |
| LST Thresholds – 2 acres | 170 | 883 | 7 | 4 |
| Exceeds LST Thresholds? | No | No | **Yes** | **Yes** |

Source: Birdseye Planning Group, February 2025.
Source Receptor Area 24: Perris Valley, assumes 2 acres disturbed daily during site preparation and grading.

*Operational Local Significance Thresholds.* As stated, LSTs have been developed for both construction and operational scenarios and apply only to emissions within a fixed stationary location, including idling

emissions during both project construction and operation. LSTs have been developed for $NO_X$, CO, $PM_{10}$ and $PM_{2.5}$. LSTs are not applicable to mobile sources such as cars on a roadway. Operational LSTs for a 5-acre site are shown below in Table 4.1-7 to reflect standards for the entire project site under build out conditions.

Table 4.1-8 shows area and energy emissions estimated for project operation. As shown, none are projected to exceed the thresholds shown in Table 4.1-7 at 25 meters. This impact would be less than significant.

**TABLE 4.1-7**
**SOUTH COAST AQMD LSTS FOR OPERATION**

| Pollutant | Allowable emissions as a function of receptor distance in meters from a five-acre site (pounds/day) | | | | |
|---|---|---|---|---|---|
| | 25 | 50 | 100 | 200 | 500 |
| Gradual conversion of $NO_x$ to $NO_2$ | 270 | 302 | 378 | 488 | 780 |
| CO | 1.577 | 2,178 | 3,437 | 6,860 | 22,530 |
| $PM_{10}$ | 4 | 10 | 14 | 23 | 50 |
| $PM_{2.5}$ | 2 | 3 | 4 | 8 | 26 |

Source: http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf, October 2009.

**TABLE 4.1-8**
**OPERATIONAL LST EMISSIONS**

| Source | $NO_X$ | CO | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|
| - Area | 0.04 | 4.72 | 0.008 | 0.006 |
| - Energy | 0.67 | 0.57 | 0.05 | 0.05 |
| **Total** | **0.71** | **5.29** | **0.06** | **0.06** |
| ***LST Thresholds*** | ***270*** | ***1,577*** | ***4*** | ***2*** |
| Exceeds LST Thresholds? | No | No | No | No |

Source: Birdseye Planning Group, January 2025.
Source Receptor Area 24: Perris Valley, assumes 5-acre site at buildout.

Construction-Related Toxic Air Contaminant Impacts. The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed Project and truck traffic. According to South Coast AQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime may contract cancer, based on the use of standard risk-assessment methodology. Given the short-term construction schedule, the proposed project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and related

individual cancer risk. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed Project.

Operational Toxic Air Contaminant Impacts. A health risk assessment was prepared for the fueling station to determine whether sensitive properties located in proximity to the site would be at risk of adverse health effects associated with operation of the fueling station (see Appendix B). The analysis presented herein reflects a maximum annual throughout of approximately 2,400,000 gallons. Ultimate fuel throughput allowances/requirements would be established by the South Coast AQMD during the process of evaluating the fueling station Permit to Operate. For purposes of this evaluation, cancer risk estimates have been made consistent with the methodology presented in the South Coast AQMD's *Risk Assessment Procedures for Rules 1401, 1401.1 & 212* which provide screening-level risk estimates for gasoline dispensing operations.

As discussed previously, sensitive receptors in proximity to the project are single family residences located north, east and south of the site. The nearest sensitive receptors are the residential properties located approximately 145 feet (44 meters) south of the proposed gasoline canopy southern edge.

Based on the South Coast AQMD Risk Tool version 1.103 that implements the South Coast AQMD Risk Assessment Procedures for Rule 1401, 1401.1, and Rule 212 and Permit Application Package "N" Version 8.12, it is estimated that the potential cancer risk to sensitive and commercial receptors from the proposed gasoline dispensing station would be 4.4 in one million and 0.36 in one million, respectively. As stated in the Risk Assessment Procedures for Rules 1401, 1401.1 & 212, although gasoline vapors and its toxic air. contaminant constituents (for example, benzene, toluene, and xylene) have non-cancer impacts, the risks from retail gasoline dispensing facilities are dominated by cancer risk. Therefore, the chronic and acute non-cancer health risk do not need to be calculated. Potential health risks associated with operation of the proposed gasoline dispensing facility would be than 10 per 1,000,000; and thus, **less than significant.** No mitigation is required.

**Disadvantaged Communities**

With respect to the Community Air Protection Program (AB 617), each year CARB's Governing Board is required to consider selecting communities for participation in the Community Air Protection Program. Communities are selected for developing community air monitoring systems, emissions reduction programs, or both to improve air quality in their community. In 2020, the CARB Governing Board selected three new communities where these focused actions are underway (CARB, 2020). The City of Perris is not one of the selected communities and to date has not been nominated to participate in the Community Air Protection Program (CARB, 2023).

CalEnviroScreen is a general mapping tool developed by the Office Environmental Health Hazard Assessment to help identify California communities that are most affected by sources of pollution. The Project site and its immediately surrounding area to the north, east and south are not designated by CalEPA as being part of a disadvantaged community for the purpose of SB 535. SB 535 targets disadvantaged communities in California for investment of proceeds from the State's cap-and-trade program to improve public health, quality of life, and economic opportunity in California's most burdened communities, while also reducing pollution. The Project entails the development of multiple commercial buildings which would bring jobs and other economic opportunities to the local area without State assistance. The potential environmental effects of the Project are fully evaluated as part of the environmental review process, which includes this EIR, and feasible mitigation measures are identified for significant impacts that are within the City of Perris' jurisdictional authority to impose and enforce as

required by CEQA and the State CEQA Guidelines. As indicated in the preceding analysis, the Project's construction and operational localized emissions would not exceed the South Coast AQMD's LST thresholds and the Project would not result in significant health impacts from diesel particulate matter emissions or operation of the proposed fueling station.

***Additional Project-Level Mitigation Measures***

**Mitigation Measure AIR-1.** During the Site Preparation phase, the Project contractor(s) shall water active construction areas at least three times daily to reduce $PM_{10}$ and $PM_{2.5}$ emissions.

***Level of Significance After Mitigation***

Project impacts would be less than significant with implementation of Mitigation Measure AIR-1.

**Threshold d: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

The State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700, South Coast AQMD Rule 403, and City of Perris Municipal Code Section 19.44.070, commonly referred to as public nuisance law, prohibits emissions from any source whatsoever in such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to the public health or damage to property. Projects required to obtain permits from South Coast AQMD are evaluated by staff for potential odor nuisance, and conditions may be applied (or control equipment required) where necessary to prevent occurrence of public nuisance.

South Coast AQMD Rule 402 (Public Nuisance) also prohibits emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of any person. A project that involves a use that would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of off-site receptors. Odor issues are very subjective by the nature of odors themselves and because measurements are difficult to quantify. As a result, this guideline is qualitative and focuses on the existing and potential surrounding uses and location of sensitive receptors.

The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints. Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project. Potential odors produced during construction would be attributable to exhaust emissions, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with other emissions (such as those leading to odors) adversely affecting a substantial number of people during construction would be less than significant.

Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills,

dairies, and fiberglass molding facilities. The Project would involve the construction and operation of multiple commercial buildings including a grocery store, retail buildings, a convenience store/fueling station and three restaurants with related infrastructure improvements. During operation, the Project would be subject to South Coast AQMD Rule 1138 which addresses restaurant emissions, specifically from chain-driven char-broilers. Rule 1138 requires the use of a catalytic oxidizer control device to control odorous emissions. The proposed uses are not associated with emissions (such as those leading to odors) adversely affecting a substantial number of people that could rise to the level of significance. With the required compliance with South Coast AQMD Rule 1138, odors would be **less than significant** per threshold (d).

***Mitigation Measures***

No mitigation measures are required.

***Level of Significance After Mitigation***

Project impacts would be less than significant.

### 4.1.6 CUMULATIVE IMPACTS

As indicated under the analysis of Threshold a, the Project would not result in a conflict with the South Coast AQMD 2022 AQMP. Thus, cumulatively-considerable impacts associated with an AQMP conflict would be less than significant. The Project area is designated as nonattainment for ozone, $PM_{10}$, and $PM_{2.5}$ under State ambient air quality standards and a nonattainment for ozone and $PM_{2.5}$ under national ambient air quality standards. The South Coast AQMD has published a report (*White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution,* August 2003*)* that identifies the methodology to properly address cumulative impacts from air pollution. Projects that exceed the Project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

As stated above, operational-source ROG/VOC emissions would exceed the regional thresholds. Thus, Project emissions during operation would be cumulatively considerable. Project construction and operational localized emissions would not exceed the South Coast AQMD's LSTs for any criteria pollutant with mitigation for fugitive dust during construction. Thus, the Project's localized emissions during construction and operation would not be cumulatively considerable.

Operation of the Project would not emit airborne toxic air contaminants at concentrations that would pose a significant health risk (including acute and carcinogenic health risks) to nearby sensitive receptors. Accordingly, long-term operation of the Project would not expose nearby sensitive receptors to substantial localized pollutant concentrations, and a cumulatively considerable impact would not occur.

Odors associated with the Project would occur during construction and operation. Construction-related odors would include construction equipment exhaust and the application of asphalt and architectural coatings, which would be temporary, short-term, and intermittent; and thus, would not contribute to any cumulatively considerable odor impacts. The project would construct a new shopping center with retail

and restaurant uses with related infrastructure improvements. The primary source of odors during operation would be operation of the restaurants. As stated, the project would be subject to South Coast AQMD Rule 1138 which addresses restaurant emissions, specifically from chain-driven char-broilers. The proposed uses are not associated with emissions (such as those leading to odors) adversely affecting a substantial number of people. Thus, Project-related odor impacts would not be cumulatively considerable.

### 4.1.7 REFERENCES

CARB, 2010. Community Air Protection Program 2020 Community Recommendations Staff Report. November, 2020Available at https://ww2.arb.ca.gov/sites/default/files/2020-11/2020_Community_Recommendations_Staff_Report_Final.pdf

CARB, 2023. California Air Resources Board. *California State Implementation Plans*. Accessed December 15, 2023. Available at https://ww2.arb.ca.gov/our-work/programs/california-state-implementation-plans/nonattainment-area-plans/imperial-county

CARB, 2023. Community Air Protection Program Community Nominations. Accessed December 15, 2023. Available at https://ww2.arb.ca.gov/capp-communities

Birdseye Planning Group, February 2025. Vallarta Market Plan Shopping Center Project Air Quality and Greenhouse Gas Report, Included in Appendix B of this Draft EIR.

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## TABLES

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# 4.2 GREENHOUSE GAS EMISSIONS

This section identifies and evaluates the Project's potential to have adverse effects related to greenhouse gas (GHG) emissions during construction and operation. The analysis in this section is based on Project specific Distribution Park Commercial and Industrial Project *Air Quality and Greenhouse Gas Study,* prepared by Birdseye Planning Group (January 2024) and included in Appendix B of this EIR.

There were no comments received on the Notice of Preparation regarding greenhouse gas emissions. At the December 6, 2024, Draft EIR public scoping meeting, other than the explanation regarding GHG emissions associated with the proposed Project, no comments regarding GHG emissions were made.

## 4.2.1 EXISTING SETTING

The discussion includes the following related to GHG issues: setting for the City of Perris, stationary and mobile emission sources, GHG constituents, and existing GHG emissions.

### Greenhouse Gases

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases. GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxides ($N_2O$), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride ($SF_6$). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, carbon dioxide and methane are emitted in the greatest quantities from human activities. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than carbon dioxide, include fluorinated gases and sulfur hexafluoride (California Environmental Protection Agency [CalEPA], 2006). Different types of GHGs have varying global warming potentials. The global warming potential of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (carbon dioxide) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" ($CO_2e$), and is the amount of a GHG emitted multiplied by its global warming potential. Carbon dioxide has a global warming potential of one. By contrast, methane has a global warming potential of 28, meaning its global warming effect is 28 times greater than carbon dioxide on a molecule per molecule basis.

The largest source of GHG in California is transportation, contributing 40 percent of the state's total GHG emissions. The industrial sector is the second largest source, contributing 15 percent of the state's GHG emissions. Residential and commercial sources contribute approximately 10 percent of the State's GHG emissions. California emissions result in part to its geographic size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. In July 2017, California's state legislature passed Assembly Bill

(AB) 398 to reauthorize and extend until 2030 the state's economy-wide GHG reduction program. California has established a goal to achieve carbon neutrality by 2045 or earlier.

### 4.2.2 EXISTING POLICIES AND REGULATIONS

The following discussion summarizes the regulatory information for GHGs that are particularly relevant to the Project. Additional information regarding GHG regulations, and related energy regulations is presented in the *California Regulations* section the *Air Quality and Greenhouse Gas Study* included in Appendix B of this Draft EIR.

**State**

In 2005, former Governor Schwarzenegger issued Executive Order (EO) S-3-05, establishing statewide GHG emissions reduction targets. EO S-3-05 states that by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80 percent of 1990 levels (CalEPA, 2006). In response to EO S-3-05, CalEPA created the Climate Action Team, which in March 2006 published the Climate Action Team Report (CalEPA, 2006). The 2006 Climate Action Team Report recommended various strategies that the state could pursue to reduce GHG emissions. These strategies could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture.

***Assembly Bill 32 and the California Air Resources Board Scoping Plan***

To further the goals established in EO S-3-05, the Legislature passed AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020. Under AB 32, the California Air Resources Board (CARB) is responsible for and is recognized as having the expertise to carry out and develop the programs and requirements necessary to achieve the GHG emissions reduction mandate of AB 32. Under AB 32, CARB must adopt regulations requiring the reporting and verification of statewide GHG emissions from specified sources. This program is used to monitor and enforce compliance with established standards. CARB also is required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 authorized CARB to adopt market-based compliance mechanisms to meet the specified requirements. Finally, CARB is ultimately responsible for monitoring compliance and enforcing any rule, regulation, order, emission limitation, emission reduction measure, or market-based compliance mechanism adopted.

In 2007, CARB approved a limit on the statewide GHG emissions level for year 2020 consistent with the determined 1990 baseline (427 million metric tons of $CO_2e$). CARB's adoption of this limit is in accordance with Health and Safety Code, Section 38550.

Further, in 2008, CARB adopted a Scoping Plan in accordance with Health and Safety Code, Section 38561. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions for various emission sources/sectors to 1990 levels by 2020. The

Scoping Plan evaluates opportunities for sector-specific reductions, integrates all CARB and Climate Action Team early actions and additional GHG reduction features by both entities, identifies additional measures to be pursued as regulations, and outlines the role of a cap-and-trade program. The key elements of the Scoping Plan include the following (CARB 2008):

1. Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards;

2. Achieving a statewide renewable energy mix of 33%;

3. Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85% of California's GHG emissions;

4. Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets;

5. Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and

6. Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.

In the Scoping Plan, CARB determined that achieving the 1990 emissions level in 2020 would require a reduction in GHG emissions of approximately 28.5% from the otherwise projected 2020 emissions level (i.e., those emissions that would occur in 2020) absent GHG reducing laws and regulations (referred to as Business-As-Usual). To calculate this percentage reduction, CARB assumed that all new electricity generation would be supplied by natural gas plants, no further regulatory action would impact vehicle fuel efficiency, and building energy efficiency codes would be held at 2005 standards.

In the 2011 Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (CARB 2011a), CARB revised its estimates of the projected 2020 emissions level in light of the economic recession and the availability of updated information about GHG reduction regulations. Based on the new economic data, CARB determined that achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of 21.7% (down from 28.5%) from the Business-As-Usual conditions. When the 2020 emissions level projection was updated to account for newly implemented regulatory measures, including Pavley I (model years 2009– 2016) and the renewables portfolio standard (12% to 20%), CARB determined that achieving the 1990 emissions level in 2020 would require a reduction in GHG emissions of 16% (down from 28.5%) from the Business-As-Usual conditions.

In 2014, CARB adopted the First Update to the Climate Change Scoping Plan: Building on the Framework (First Update; CARB 2014). The stated purpose of the First Update is to "highlight California's success to date in reducing its GHG emissions and lay the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80% below 1990 levels by 2050" (CARB 2014). The First Update found that California is on track to meet the 2020 emissions reduction mandate

established by AB 32 and noted that California could reduce emissions further by 2030 to levels needed to stay on track to reduce emissions to 80% below 1990 levels by 2050 if the state realizes the expected benefits of existing policy goals.

In conjunction with the First Update, CARB identified "six key focus areas comprising major components of the state's economy to evaluate and describe the larger transformative actions that will be needed to meet the state's more expansive emission reduction needs by 2050" (CARB 2014). Those six areas are (1) energy, (2) transportation (vehicles/equipment, sustainable communities, housing, fuels, and infrastructure), (3) agriculture, (4) water, (5) waste management, and (6) natural and working lands. The First Update identifies key recommended actions for each sector that will facilitate achievement of EO S-3-05's 2050 reduction goal (CARB 2014).

Based on CARB's research efforts presented in the First Update, it has a "strong sense of the mix of technologies needed to reduce emissions through 2050" (CARB 2014). Those technologies include energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies.

As part of the First Update, CARB recalculated the state's 1990 emissions level using more recent global warming potentials identified by the Intergovernmental Panel on Climate Change. Using the recalculated 1990 emissions level (431 million metric tons of $CO_2e$) and the revised 2020-emissions-level projection identified in the 2011 Final Supplement, CARB determined that achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of approximately 15% (instead of 28.5% or 16%) from the Business-As-Usual conditions (CARB 2014).

In January 2017, CARB released, The 2017 Climate Change Scoping Plan Update (Second Update; CARB 2017b), for public review and comment. This update proposes CARB's strategy for achieving the state's 2030 GHG target as established in Senate Bill (SB) 32 (discussed below), including continuing the Cap-and-Trade Program through 2030, and includes a new approach to reduce GHGs from refineries by 20%. The Second Update incorporates approaches to cutting short-lived climate pollutants (SLCPs) under the Short-Lived Climate Pollutant Reduction Strategy (a planning document that was adopted by CARB in March 2017), acknowledges the need for reducing emissions in agriculture, and highlights the work underway to ensure that California's natural and working lands increasingly sequester carbon. During development of the Second Update, CARB held a number of public workshops in the Natural and Working Lands, Agriculture, Energy, and Transportation sectors to inform development of the 2030 Scoping Plan Update (CARB 2016). The Second Update has not been considered by CARB's Governing Board at the time this analysis was prepared.

Executive Order S-01-07 was enacted on January 18, 2007. The order mandates that a Low Carbon Fuel Standard ("LCFS") for transportation fuels be established for California to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020.

Adopted December 15, 2022, CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as

well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high global warming potential; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines Section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan intends to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place. Included in the 2022 Scoping Plan is a set of Local Actions (2022 Scoping Plan Appendix D) focused on providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the targets set forth in the 2022 Scoping Plan. The 2022 Scoping Plan also includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new residential and mixed-use development to determine consistency with the 2022 Scoping Plan. These approaches are recommendations only and are not requirements. They do not supplant lead agencies' discretion to develop their own evidence-based approaches for determining whether a project would have a potentially significant impact on GHG emissions.

Other regulations affecting state and local GHG planning and policy development are summarized as follows:

### *Assembly Bill 939 and Senate Bill 1374*

AB 939 requires that each jurisdiction in California to divert at least 50 percent of its waste away from landfills, whether through waste reduction, recycling or other means. SB 1374 requires the California Integrated Waste Management Board to adopt a model ordinance by March 1, 2004 suitable for adoption by any local agency to require 50 to 75 percent diversion of construction and demolition of waste materials from landfills.

### *Senate Bill 1368*

SB 1368 is the companion Bill of AB 32 and was adopted September, 2006. SB 1368 required the California Public Utilities Commission to establish a performance standard for baseload generation of GHG emissions by investor-owned utilities by February 1, 2007 and for local publicly owned utilities by June 30, 2007. These standards could not exceed the GHG emissions rate from a baseload combined-cycle, natural gas-fired plant. Furthermore, the legislation states that all electricity provided to the State, including imported electricity, must be generated by plants that meet the standards set by the California Public Utilities Commission and California Energy Commission.

### *Senate Bill 97*

SB 97 was adopted August 2007 and acknowledges that climate change is an environmental issue that requires analysis under CEQA. SB 97 directed the Governor's Office of Planning and Research (OPR), which is part of the State Natural Resources Agency, to prepare, develop, and transmit to CARB guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, by July 1, 2009. The Natural Resources Agency was required to certify and adopt those guidelines by January 1, 2010. Pursuant to the requirements of SB 97 as stated above, on December 30, 2009 the Natural Resources Agency adopted amendments to the State CEQA Guidelines that address GHG emissions. The State CEQA Guidelines Amendments changed sections of the State CEQA Guidelines and incorporated GHG language throughout the State CEQA Guidelines. However, no GHG emissions thresholds of significance were provided and no specific mitigation measures were identified. The GHG emission reduction amendments went into effect on March 18, 2010 and are summarized below:

1. Climate action plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.

2. Local governments are encouraged to quantify the greenhouse gas emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. Consistent with existing CEQA Guidelines, OPR encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.

3. When creating their own thresholds of significance, local governments may consider the thresholds of significance adopted or recommended by other public agencies, or recommended by experts.

4. New amendments include guidelines for determining methods to mitigate the effects of greenhouse gas emissions in Appendix F of the CEQA Guidelines.

5. OPR is clear to state that "to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation."

6. OPR's emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.

7. Environmental impact reports must specifically consider a project's energy use and energy efficiency potential.

### *Senate Bills 1078, 107, and X1-2 and Executive Orders S-14-08 and S-21-09*

SB 1078 requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 changed the target date to 2010. Executive Order S-14-08 was signed on November 2008 and expands the State's Renewable Energy Standard to 33 percent renewable energy by 2020. Executive Order S-21-09 directed CARB to adopt regulations by July 31, 2010 to enforce S-14-08. Senate Bill X1-2 codifies the 33 percent renewable energy requirement by 2020.

### *Senate Bill 375*

SB 375 was adopted in September 2008 and aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations to adopt a sustainable communities strategy or alternate planning strategy that will prescribe land use allocation in that Metropolitan Planning Organization's regional transportation plan. CARB, in consultation with each Metropolitan Planning Organization, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each Metropolitan Planning Organization's sustainable communities strategy or alternate planning strategy for consistency with its assigned targets.

The City of Perris is located within the Southern California Association of Governments (SCAG) jurisdiction, which has authority to develop the sustainable communities strategy or alternate planning strategy. For the SCAG region, beginning October 2018, the targets set by CARB are at eight percent below 2005 per capita GHG emissions levels by 2020 and 19 percent below 2005 per capita GHG emissions levels by 2035. Adopted by SCAG in April 2024, Connect SoCal is a long-term plan for Southern California that includes investments in transportation, housing, and climate change. Implementation of the plan is intended to improve access to jobs and opportunities in underserved communities. The Housing Element Update is required by the State to be completed within 18 months after regional transportation plan / sustainable communities strategy adoption.

City and County land use policies, including General Plans, are not required to be consistent with the regional transportation plan and associated sustainable communities strategy or alternate planning strategy. However, CEQA incentivizes, through streamlining and other provisions, qualified projects that are consistent with an approved sustainable communities strategy or alternate planning strategy and categorized as "transit priority projects."

### *Senate Bill X7-7*

SB X7-7, enacted on November 9, 2009, mandates water conservation targets and efficiency improvements for urban and agricultural water suppliers. SB X7-7 requires the Department of Water Resources to develop a task force and technical panel to develop alternative best management practices for the water sector. Additionally, SB X7-7 required the Department of Water Resources to develop criteria for baseline uses for residential, commercial, and industrial uses for both indoor and landscaped area

uses. The Department of Water Resources was also required to develop targets and regulations that achieve a statewide 20 percent reduction in water usage.

### *Title 24 Building Energy Efficiency Standards*

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. On August 11, 2021, the California Energy Commission adopted the 2022 Energy Code. In December 2021, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. Among other updates like strengthened ventilation standards for gas cooking appliances, the 2022 Energy Code includes updated standards such as new electric heat pump requirements for residential uses, schools, offices, banks, libraries, retail, and grocery stores; the promotion of electric-ready requirements for new homes including the addition of circuitry for electric appliances, battery storage panels and dedicated infrastructure to allow for the conversion from natural gas to electricity; and the expansion of solar photovoltaic and battery storage standards to additional land uses including high-rise multi-family residences, hotels and motels, tenant spaces, offices (including medical offices and clinics), retail and grocery stores, restaurants, schools, and civic uses (including theaters auditoriums, and convention centers). Newly constructed commercial buildings would also be required to have a solar photovoltaic (PV) array and an energy storage system (ESS) installed. Projects whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

### California Green Building Standards Code, Title 24, Part 11

The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. The CALGreen Code also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The CALGreen Code also provides voluntary measures (CALGreen Tier 1 and Tier 2) that local governments may adopt which encourage or require additional measures in the five green building topics. CALGreen's Tier 1 standards call for a 15% improvement in energy requirements, stricter water conservation, 65% diversion of construction and demolition waste, 10% recycled content in building materials, 20% permeable paving, 20% cement reduction, and cool/solar-reflective roofs. CALGreen's more rigorous Tier 2 standards call for a 30% improvement in energy requirements, stricter water conservation, 75% diversion of construction and demolition waste, 15% recycled content in building materials, 30% permeable paving, 25% cement reduction, and cool/solar-reflective roofs. The California Energy Commission adopted the 2022 CALGreen Code in December 2021, went into effect on January

1, 2023. The 2022 CALGreen Code focuses on battery storage system controls, demand management, heat pump space and water heating, and building electrification.

### *Title 20*

Title 20 of the California Code of Regulations requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. Performance of appliances must be certified through the California Energy Commission to demonstrate compliance with standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwaters; clothes washers and dryers; cooking products; electric motors; low voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing for each type of appliance covered under the regulations and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

### *Executive Order B-30-15*

EO B-30-15 (April 2015) identified an interim GHG reduction target in support of targets previously identified under S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing statewide GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing statewide GHG emissions to 80% below 1990 levels by 2050 as set forth in EO S-3-05. To facilitate achievement of this goal, EO B-30-15 calls for an update to CARB's Scoping Plan to express the 2030 target in terms of million metric tons of $CO_2e$. EO B-30-15 also calls for state agencies to continue to develop and implement GHG emission reduction programs in support of the reduction targets. EO B-30-15 does not require local agencies to take any action to meet the new interim GHG reduction target.

### *Senate Bill 32 and Assembly Bill 197*

SB 32 and AB 197 (enacted in 2016) are companion bills that set new statewide GHG reduction targets, make changes to CARB's membership, increase legislative oversight of CARB's climate change–based activities, and expand dissemination of GHG and other air quality–related emissions data to enhance transparency and accountability. More specifically, SB 32 codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40% below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the Senate and three members of the Assembly, in order to provide ongoing oversight over implementation of the state's climate policies. AB 197 added two members of the Legislature to CARB as nonvoting members; requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and toxic air contaminants from reporting facilities; and requires CARB to identify specific information for GHG emissions reduction measures when updating the Scoping Plan.

### *SB 350— Clean Energy and Pollution Reduction Act of 2015*

In October 2015, the legislature approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard, higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Provisions for a 50 percent reduction in the use of petroleum statewide were removed from the Bill because of opposition and concern that it would prevent the Bill's passage. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

1. Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.

2. Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission, the California Energy Commission, and local publicly-owned utilities.
    - 
3. Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States (California Leginfo 2015).

### *SB 100*

On September 10, 2018, Governor Brown signed SB 100, which raises California's renewables portfolio standard requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

### *Executive Order B-55-18*

On September 10, 2018, Governor Brown signed Executive Order B-55-2018 which established a new statewide goal to achieve carbon neutrality as soon as possible and no later than 2045. The executive order also states that California will achieve and maintain net negative emissions thereafter.

### *AB 2127*

AB 2127 promotes better planning for EV infrastructure build-out across all vehicle classes. AB 2127 would help the state meet the goal of 5 million zero-emission vehicles on the road by 2030.

## Regional

### *South Coast Air Quality Management District*

The South Coast Air Quality Management District (AQMD) only has authority over GHG emissions from development projects that include air quality permits. If the project requires a stationary permit, it would be subject to the applicable South Coast AQMD regulations.

South Coast AQMD Regulation XXVII, adopted in 2009, includes the following rules:

- Rule 2700 defines terms and post global warming potentials.

- Rule 2701, SoCal Climate Solutions Exchange, establishes a voluntary program to encourage, quantify, and certify voluntary, high quality certified GHG emission reductions in the South Coast Air Basin.
- Rule 2702, GHG Reduction Program created a program to produce GHG emission reductions within the South Coast Air Basin. The South Coast AQMD would fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

## Local

**Western Riverside Council of Governments.** In September 2014, the Western Riverside Council of Governments completed the Subregional Climate Action Plan (Subregional CAP). The Subregional CAP is a joint effort by twelve cities in the subregion which establishes emissions reduction targets, emissions reduction measures, and action steps to assist each community to demonstrate consistency AB 32 (WRCOG 2014). The City of Perris was a participating agency in developing the Subregional CAP, and has adopted a local CAP based on the Subregional CAP as addressed below.

### *City of Perris Climate Action Plan*

The City of Perris Climate Action Plan (CAP) was adopted by the City Council on February 23, 2016. The CAP was developed to address global climate change through the reduction of GHG emissions at the community level, and as part of California's mandated statewide GHG emissions reduction goals under AB 32. The CAP, including the GHG inventories and forecasts contained therein, is based on the Western Riverside Council of Governments' Subregional CAP. The City of Perris CAP utilized the analyses in the Subregional CAP addressing existing GHG reduction programs and policies that have already been implemented in the subregion and applicable best practices from other regions to assist in meeting the 2020 subregional reduction target. The CAP contains community wide GHG emissions reduction targets of 15 percent below 2010 levels by 2020, and 47.5 percent below 2010 levels by 2035 (City of Perris, 2016).

### 4.2.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on air quality if it will:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

•

For GHG emissions and global warming, there is not, at this time, one established, universally agreed-upon "threshold of significance" by which to measure an impact. While CARB published draft thresholds in 2008, they were never adopted, and CARB recommended that local air districts and lead agencies adopt their own thresholds for GHG impacts.

Instead, the determination of significance is governed by State CEQA Guidelines 15064.4, entitled "Determining the Significance of Impacts from Greenhouse Gas Emissions." State CEQA Guidelines 15064.4(a) states, "[t]he determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, what threshold(s) should be used to qualitatively and quantitatively determine the significance of a project impact. Therefore, consistent with State CEQA Guidelines 15064.4, the GHG analysis for the project appropriately relies upon a threshold based on the exercise of careful judgement and believed to be appropriate in the context of this particular project.

The South Coast AQMD has been evaluating GHG significance thresholds since April 2008. On December 5, 2008, the South Coast AQMD Governing Board adopted an Interim CEQA Greenhouse Gas Significance Threshold of 10,000 metric tons of $CO_2e$ per year for stationary source/industrial projects for which the South Coast AQMD is the lead agency. The policy objective of the South Coast AQMD's interim threshold is to achieve an emission capture rate of 90 percent of all new or modified stationary source projects. A GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term adverse impacts associated with global climate change because most projects will be required to implement GHG reduction measures. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate, contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that South Coast AQMD staff estimates that these GHG emissions would account for slightly less than one percent of the future 2050 statewide GHG emissions target.

The South Coast AQMD has continued to consider then adoption of significance thresholds for projects where the SCAMD is not the lead agency. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

Tier 1 Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2 Consider whether or not the proposed Project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3 Consider whether the Project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 metric tons of $CO_2e$/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 metric tons of $CO_2e$/year), commercial projects (1,400 metric tons of $CO_2e$/year), and mixed-use projects (3,000 metric tons of $CO_2e$/year). Under option 2 a single numerical screening threshold of 3,000 metric tons of $CO_2e$/year would be used for all non-industrial projects. If the Project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4 Consider whether the Project generates GHG emissions in excess of applicable performance standards for the Project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions by 2020 and 2035. The 2020 efficiency targets are 4.8 metric tons of $CO_2e$ per service population for Project level analyses and 6.6 metric tons of $CO_2e$ per service population for plan level analyses. The 2035 targets that reduce emissions to 40 percent below 1990 levels are 3.0 metric tons of $CO_2e$ per service population for Project level analyses and 4.1 metric tons of $CO_2e$ per service population for plan level analyses. If the Project generates emissions in excess of the applicable efficiency targets, move to Tier 5.
Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the Project efficiency target to Tier 4 levels.

The thresholds identified above have not been adopted by the South Coast AQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The only The future schedule and likelihood of threshold adoption is uncertain. If CARB adopts statewide significance thresholds, South Coast AQMD staff plan to report back to the South Coast AQMD Governing Board regarding any recommended changes or of additions to the South Coast AQMD's interim threshold. The only update to the South Coast AQMD's GHG thresholds since 2010 is that the 10,000 metric tons of $CO_2e$ per year threshold for industrial projects is now included in the South Coast AQMD's March 2023 South Coast AQMD Air Quality Significance Thresholds document that is published for use by local agencies.

In the absence of other thresholds of significance adopted by the South Coast AQMD, the City of Perris has been using the 10,000 metric tons of $CO_2e$ per year threshold of significance for industrial/warehouse projects and the draft thresholds for mixed-use and non-industrial projects for the purpose of evaluating impacts with respect to project-level GHG emissions. Because the proposed Project would be comprised of commercial uses, the City's use of the 3,000 metric tons of $CO_2e$ threshold for the proposed Project considered appropriate.

## 4.2.4 ENVIRONMENTAL IMPACTS

### Impact Analysis

| | |
|---|---|
| ***Threshold a*** | ***Would the project generate greenhouse gas emissions, either directly or indirectly, that may* have *a significant impact on the environment?*** |

Please refer to Section 4.1, *Air Quality*, of this EIR, and the Project's *Air Quality and Greenhouse Gas Study* included as Appendix B for a discussion of the models used to estimate the Project's GHG emissions, and a description of construction and operational modeling assumptions. Modeling and Project-related input assumptions used to evaluate the Project's GHG impacts are based on the same modeling methodology conducted to assess the Project's air quality impacts.

#### *Construction Emissions*

Construction activity is assumed to begin in early 2026 and conclude in 2027. Based on CalEEMod results, construction activity for the project would generate an estimated 464 metric tons of $CO_2e$, as shown in Table 4.2-1. Amortized over a 30-year period (the assumed life of the project), construction of the proposed project would generate 15 metric tons of $CO_2e$ per year.

**TABLE 4.2-1**
**ESTIMATED CONSTRUCTION-RELATED**
**GREENHOUSE GAS EMISSIONS**

| Year | Annual Emissions (metric tons of $CO_2e$) |
|---|---|
| 2025 | 407 |
| 2026 | 57 |
| **Total** | **464** |
| **Amortized over 30 years** | **15 metric tons per year** |

*See Appendix B for CalEEMod software program output.*

Operational Indirect and Stationary Direct Emissions

Long-term emissions relate to energy use, solid waste, water use, and transportation. Each source is discussed below and includes anticipated emissions that would result from the proposed Project.

Energy Use. Operation of onsite development would consume both electricity and natural gas (see Appendix for CalEEMod results). The generation of electricity through combustion of fossil fuels typically yields $CO_2$, and to a smaller extent, nitrous oxide and methane. Natural gas emissions also generate GHG emissions. As shown in Table 4.2-2, the overall energy use at the Project site would result in approximately 1,022 metric tons of $CO_2e$ per year.

Water Use Emissions***.*** The CalEEMod results estimate that the Project would use approximately 14,616,706 million gallons of water per year. Based on the amount of electricity generated to supply and convey this amount of water, as shown in Table 4.2-3, the Project would generate approximately 44 metric tons of $CO_2e$ per year.

Solid Waste Emissions. For solid waste generated onsite, the Project is required to achieve a 75% diversion rate, as required by the California Integrated Waste Management Act of 1989 (AB 939), as amended by AB 341. The modeling results indicate that the Project would result in approximately 200 metric tons of $CO_2e$ per year associated with solid waste disposed within landfills (assuming no diversion) (see Table 4.2-3).

**TABLE 4.2-2**
**ESTIMATED ANNUAL ENERGY-RELATED GREENHOUSE GAS EMISSIONS**

| Emission Source | Annual Emissions ($CO_2e$) |
|---|---|
| Natural Gas | 133 metric tons |
| Electricity | 889 metric tons |
| **Total** | **1,022 metric tons** |

*See Appendix B for CalEEMod software program output.*

**TABLE 4.2-3**
**ESTIMATED ANNUAL SOLID WASTE AND WATER USE GREENHOUSE GAS EMISSIONS**

| Emission Source | Annual Emissions ($CO_2e$) |
|---|---|
| Water | 44 metric tons |
| Solid Waste | 200 metric tons |
| **Total Water and Solid Waste** | **244 metric tons** |

*See Appendix B for CalEEMod software program output.*

Area Sources and Refrigerants. Area Sources consist of emissions from hearths, consumer products, architectural coatings, and landscaping equipment. Refrigerant emissions estimate the fugitive GHG emissions associated with building air conditioning (A/C) and refrigeration equipment. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), operational and service refrigerant leak rates (from regular operation and routine servicing), and number of times serviced per lifetime. Each refrigerant has a Global Warming Potential that is specific to that refrigerant. CalEEMod generates a default A/C and refrigeration equipment inventory for each project based on land use subtype. As shown in Table 4.2-4, the Project would generate approximately 3,484 metric tons per year $CO_2e$ of area and refrigerant emissions.

**Table 4.2-4**
**Estimated Annual**
**Area Source and Refrigerant Greenhouse Gas Emissions**

| Emission Source | Annual Emissions ($CO_2E$) |
|---|---|
| Area | 2 metric tons |
| Refrigerants | 3,482 metric tons |
| **Total Water and Solid Waste** | **3,484 metric tons** |

*See Appendix B for CalEEMod software program output.*

Transportation Emissions. Mobile source GHG emissions were estimated by CalEEMod for the proposed Project. Table 14.2-5 shows the estimated mobile emissions of GHGs for the project. As shown in Table 4.2-5, the project would generate approximately 11,146 metric tons of $CO_2E$ associated with mobile sources.

**Table 4.2-5**
**Estimated Annual Mobile Emissions of Greenhouse Gases**

| Emission Source | Annual Emissions ($CO_2e$) |
|---|---|
| Mobile Emissions | 11,146 metric tons |
| **Total** | **11,146 metric tons** |

*See Appendix B for CalEEMod software program output.*

### *Combined Construction, Stationary and Mobile Source Emissions*

Table 4.2-6 combines the net new construction, operational, and mobile GHG emissions associated with the proposed project. As discussed above, temporary emissions associated with construction activity are amortized over 30 years (the anticipated life of the Project). The combined annual emissions would total approximately 15,911 metric tons per year in $CO_2e$. The Project would exceed the 3,000 MT $CO_2e$ annual standard.

**Table 4.2-6**
**Combined Annual Greenhouse Gas Emissions**

| Emission Source | Annual Emissions ($CO_2e$) |
|---|---|
| **Construction** | 15 metric tons |
| **Operational** | |
| Energy | 1,022 metric tons |
| Solid Waste | 200 metric tons |

**Table 4.2-6**
**Combined Annual Greenhouse Gas Emissions**

| Emission Source | Annual Emissions ($CO_2e$) |
|---|---|
| Water<br>Area Sources and Refrigerants | 44 metric tons<br>3,484 metric tons |
| **Mobile** | 11,146 metric tons |
| **Total** | 15,911 metric tons |

*See Appendix A for CalEEMod software program output (demolition and new construction).*

### *Mitigation Measures*

The following mitigation measures are required to reduce the Project's GHG emissions.

**Mitigation Measure GHG-1.** Prior to the issuance of each building permit, the Project Applicant and its contractors shall provide plans and specifications to the City of Perris Building Division that demonstrate that electrical service is provided to each of the areas in the vicinity of all buildings that are to be landscaped in order that electrical equipment may be used for landscape maintenance.

**Mitigation Measure GHG-2.** All landscaping equipment (e.g., leaf blower) used for property management shall be electric-powered only. The property manager/facility owner for all buildings constructed shall provide documentation (e.g., purchase, rental, and/or services agreement) to the City of Perris Building Division to verify, to the City's satisfaction, that all landscaping equipment utilized will be electric-powered.

**Mitigation Measure GHG-3.** Prior to the issuance of a building permit for the supermarket, the Project Applicant shall provide evidence to the City of Perris Building Division that the loading dock is designed to be compatible with SmartWay trucks.

**Mitigation Measure GHG-4.** Prior to issuance of a building permit, the Project Applicant shall provide the City of Perris Building Division with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels at the supermarket loading dock have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer's data. Electrical system upgrades that exceed reasonable costs shall not be required.

**Mitigation Measure GHG-5.** The buildings shall be constructed as certified LEED Silver Level and implement the following, voluntary provisions of the California Green Building Standards Code (CALGreen). The Project Applicant/developer(s) shall provide documentation (e.g., building plans) of implementation of the applicable voluntary measures to the City of Perris Building Division prior to the issuance of building permits.

- Design the proposed parking areas to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.1.2;

- Design the proposed parking areas to provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.3.2; and.

- Plant trees in excess of the number required per landscaping standards for commercial and industrial uses or identify, with assistance from City staff, areas (i.e., parks and open space) within the City of Perris where additional trees could be planted.

***Level of Significance After Mitigation***

The mitigation measures listed above that are available in the CalEEMod software and applicable to the proposed Project were incorporated into the model to determine the GHG emission reduction benefits. With implementation of mitigation, the GHG emissions associated with operation of the proposed Project would be reduced by 185 metric tons, or 1.16 percent, annually.

With implementation of mitigation measures required by the City of Perris to reduce GHG emissions from commercial projects, the Project's cumulative GHG emissions impacts would be reduced but remain **significant and unavoidable.**

***Threshold b: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

As stated, pursuant to Section 15604.4 of the State CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. Thus, the Project's consistency with SB 32 (CARB 2017 and 2022 Scoping Plans), Connect SoCal 2024, and the City of Perris CAP is discussed below. Project consistency with the 2017 and 2022 Scoping Plan also satisfies consistency with AB 32 because the Scoping Plans are based on the overall targets established by AB 32.

The Project would be required to comply with applicable provisions of Title 24 Energy Efficiency Standards and California Green Building Standards. As previously identified, the State Building Code provides the minimum standard that buildings must meet to be certified for occupancy, and adherence to these requirements is confirmed by the City during the respective Project approvals.

**SB 32/2017 Scoping Plan Consistency**

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction in GHG emissions below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table 4.2-7, 2017 Scoping Plan Consistency Summary, summarizes the Project's consistency with the 2017 Scoping Plan. As stated, the Project would not conflict with any of the Scoping Plan actions.

## TABLE 4.2-7
## 2017 SCOPING PLAN CONSISTENCY SUMMARY

| Action | Responsible Parties | Consistency |
|---|---|---|
| **Implement SB 350 by 2030** | | |
| Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability. | California Public Utilities Commission, California Energy Commission, CARB | **No Conflict.** The Project would obtain electricity from Southern California Edison (SCE). SCE has committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts. |
| Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030. | | **No Conflict.** The Project would be constructed in compliance with current California Building Code requirements including the 2022 Building and Energy Efficiency Standards and the 2022 CALGreen Code requirements. |
| Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs. | | |
| **Implement Mobile Source Strategy (Cleaner Technology and Fuels)** | | |
| At least 1.5 million zero emission and plugin hybrid light-duty EVs by 2025. | CARB, California State Transportation Agency, Strategic Growth Council, California Department of Transportation (Caltrans), California Energy Commission, OPR, local agencies | **No Conflict.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2025 targets. As this is a CARB enforced standard, vehicles that access the Project must comply with the standards as applicable; and thus, would comply with the strategy. |
| At least 4.2 million zero emission and plugin hybrid light-duty EVs by 2030. | | **No Conflict.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2030 targets. |
| Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations. | | **No Conflict.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations. |

**TABLE 4.2-7**
**2017 SCOPING PLAN CONSISTENCY SUMMARY**

| Action | Responsible Parties | Consistency |
|---|---|---|
| Medium- and Heavy-Duty GHG Phase 2. | | **No Conflict.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2. |
| Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NOx standard. | | **Not applicable.** This measure is not related to the Project scope. |
| Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes zero-emission vehicles comprise 2.5% of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030. | | **No Conflict.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions. |
| Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion." | | **No Conflict.** As stated in Section XVII of the Initial Study, the Project's VMT impact would be considered less than significant based on the City of Perris thresholds of significance. |
| Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets). | CARB | **No Conflict.** Average daily emissions would exceed annual GHG emission standards for commercial sources; however, it would not otherwise conflict with GHG reduction efforts. |
| Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.). | California State Transportation Agency, Strategic Growth Council, OPR, CARB, Governor's Office of Business and Economic Development, California Infrastructure and Economic Development Bank, Department of Finance, California Transportation Commission, Caltrans | **No Conflict.** The Project would not conflict with use of adjacent streets by pedestrians or bicycles. Further, transit services provided by Riverside Transit Agency in the greater Perris area would not be affected. |

## TABLE 4.2-7
## 2017 SCOPING PLAN CONSISTENCY SUMMARY

| Action | Responsible Parties | Consistency |
|---|---|---|
| By 2019, develop pricing policies to support low-GHG transportation (e.g., low emission vehicle zones for heavy duty, road user, parking pricing, transit discounts). | California State Transportation Agency, Caltrans, California Transportation Commission, OPR, Strategic Growth Council, CARB | **Not applicable**. This measure is not related to the Project scope. |
| **Implement California Sustainable Freight Action Plan** | | |
| Improve freight system efficiency. | California State Transportation Agency, CalEPA, California Natural Resources Agency, CARB, Caltrans, California Energy Commission, Governor's Office of Business and Economic Development | **No Conflict.** This measure would apply to all trucks accessing the Project site. It is presumed that these vehicles would be part of the statewide goods movement sector and limited to delivery vehicles. Access to the Project site would be provided from Placentia Avenue which is a designated truck route. |
| Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near zero emission freight vehicles and equipment powered by renewable energy by 2030. | | **Not applicable.** This measure is unrelated to the Project scope. |
| Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%. | CARB | **No Conflict.** When adopted, this measure would apply to all fuel purchased for use in California. The Project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%. |
| **Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030** | | |
| 40% reduction in methane and hydrofluorocarbon emissions below 2013 levels. | CARB, CalRecycle, CDFA, California State Water Resource Control Board (SWRCB), local air districts | **Not applicable.** This measure is unrelated to the Project scope. |
| Implement the post-2020 Cap-and-Trade Program with declining annual caps. | CARB | **Not applicable.** This measure is unrelated to the Project scope. |
| **By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink:** | | |
| Protect land from conversion through conservation easements and other incentives. | California Natural Resources Agency, departments within the California Department of Food and Agriculture, CalEPA, CARB | **Not applicable**. The Project site is not an identified property that needs to be conserved. |
| Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity | | **No Conflict**. The Project site is zoned for development. It is not intended to be preserved. Resilience of carbon storage in open space land in the Perris area would not be affected. |

**TABLE 4.2-7**
**2017 SCOPING PLAN CONSISTENCY SUMMARY**

| Action | Responsible Parties | Consistency |
|---|---|---|
| Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments | | **No Conflict.** To the extent appropriate for the proposed buildings, wood products would be used in construction, including roof structure. Additionally, the Project includes landscaping. |
| Establish scenario projections to serve as the foundation for the Implementation Plan | | **Not applicable.** This measure is unrelated to the Project scope. |
| Implement Forest Carbon Plan | California Natural Resources Agency, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and departments within | **Not applicable.** This measure is unrelated to the Project scope. |
| Identify and expand funding and financing mechanisms to support GHG reductions across all sectors. | State agencies & local agencies | **Not applicable.** This measure is unrelated to the Project scope. |

### *2022 Scoping Plan Consistency*

CARB's 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high global warming potential; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with State CEQA Guidelines Section 15183.5. Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets regulation to deploy zero-emission vehicle buses and trucks. Additional transportation policies include the Off-Road Zero Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel Fueled Fleets Regulation, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation.

The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology. As indicated above, GHG reductions are also achieved as a result of State of California energy and water efficiency requirements for new residential development. These efficiency improvements correspond to reductions in secondary GHG emissions. For example, in California, most of the electricity that powers homes is derived from natural gas combustion. Therefore, energy saving measures, such as Title 24, reduces GHG emissions from the power generation facilities by reducing load demand. The 2022 Scoping Plan Appendix D provides local jurisdictions with tools to

reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. The 2022 Scoping Plan Appendix D focuses on Residential and Mixed-Use Projects. The 2022 Scoping Plan Appendix D lists potential actions that support the State's climate goals. However, the 2022 Scoping Plan notes that the applicability and performance of the actions may vary across the regions. The document is organized into two categories (A) examples of plan-level GHG reduction actions that could be implemented by local governments and (B) examples of on-site Project design features, mitigation measures, that could be required of individual projects under CEQA, if feasible, when the local jurisdiction is the lead agency. The Project would include a number of the Standard Conditions and mitigation measures for construction and operation. For example, the 2022 Scoping Plan's construction actions include enforcing idling time restrictions on construction vehicles and requiring construction vehicles to operate highest tier engines commercially available.

The Project would include a majority of the feasible operational mitigation measures listed in the 2022 Scoping Plan Appendix D as design features. Some of the recommended operational measures would include providing bicycle parking, creating on- and off-site safety improvements for bike, pedestrian, and transit connections, requiring solar panels, drought-tolerant landscaping, and energy conserving appliances. As discussed above, the Project would be consistent with all applicable plan goals and applicable regulatory programs designed to reduce GHG emissions generated by land use projects. The Project would be subject to compliance with all building codes in effect at the time of construction, which include energy conservation measures mandated by California Building Standards Code Title 24 – Energy Efficiency Standards. Because Title 24 standards require energy conservation features in new construction (e.g., high- efficiency lighting, high-efficiency heating, ventilating, and air-conditioning (HVAC) systems, thermal insulation, double-glazed windows, water conserving plumbing fixtures), they indirectly regulate and reduce GHG emissions. California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. As shown above, the majority of the Project's emissions are from energy and mobile sources, which would be further reduced by the 2022 Scoping Plan actions described above. The City has no control over vehicle emissions; however, these emissions would decline in the future because of Statewide measures as well as cleaner technology and fleet turnover. Many State plans and policies would contribute to a reduction in the Project's mobile source emissions, including the following:

*CARB's Advanced Clean Truck Regulation:* Adopted in June 2020, CARB's Advanced Clean Truck Regulation requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium- and heavy-duty vehicles from Class 2b to Class 8.

*Executive Order N-79-20:* Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, to be zero-emission by 2035 and all medium and heavy-duty vehicles to be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new zero-emission vehicles "towards the target of 100 percent."

*CARB's Mobile Source Strategy:* CARB's Mobile Source Strategy takes an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California's targets by increasing the adoption of zero-emission vehicle buses and trucks.

*CARB's Sustainable Freight Action Plan:* The Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of zero-emission vehicle trucks. This Plan applies to all trucks accessing the Project site and may include existing trucks or new trucks that are part of the Statewide goods movement sector.

*CARB's Emissions Reduction Plan for Ports and Goods Movement:* CARB's Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted.

The Project would not obstruct or interfere with efforts to increase zero-emission vehicles or State efforts to improve system efficiency. Compliance with applicable State standards (e.g., continuation of the Cap-and-Trade regulation; CARB's Mobile Source Strategy, Sustainable Freight Action Plan, and Advanced Clean Truck Regulation; Executive Order N-79-20; SB 100/renewable electricity portfolio improvements that require 60 percent renewable electricity by 2030 and 100 percent renewable by 2045, etc.) would ensure consistency with State and regional GHG reduction planning efforts, including the 2022 Scoping Plan. It is also noted that the Project would not convert any Natural and Working Lands and/or decrease the State's urban forest carbon stock, which are areas of emphasis in the 2022 Scoping Plan.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that Project operations would benefit from applicable measures enacted to meet State GHG reduction goals. The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Thus, impacts related to consistency with the 2022 Scoping Plan would be less than significant. The Project would not conflict with the applicable plans and regulatory programs that are discussed above; and therefore, with respect to this particular threshold, the Project does not have a significant impact.

**Connect SoCal 2024 Consistency**

Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG emission reduction goals and federal Clean Air Act requirements. The Project would be developed within a CC zone in the City of Perris and utilize the existing street network. The Project would not conflict with plans to integrate the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The Project would be consistent with or otherwise would not conflict with any of the goals identified in *Connect SoCal*.

### *City of Perris Climate Action Plan Consistency*

The City of Perris adopted its CAP in February 2016. The measures identified in the CAP represent the City's actions to achieve the GHG reduction targets of AB 32 for target year 2020. Local measures incorporated in the CAP include:

- An energy measure that directs the City to create an energy action plan to reduce energy consumption citywide;

- Land use and transportation measures that encourage alternative modes of transportation (walking, biking, and transit), reduce motor vehicle use by allowing a reduction in parking supply, voluntary transportation demand management to reduce vehicle miles traveled, and land use strategies that improve jobs-housing balance (increased density and mixed-use);

- Solid waste measures that reduce landfilled solid waste in the City.

The Project would comply with the CAP through compliance with Project-level air quality mitigation measures referenced above which would lessen Project GHG emissions from both construction and operation. The Project would not conflict with local strategies and state/regional strategies listed in the Perris CAP.

Further, the Project is subject to California Building Code requirements. New buildings must achieve the 2022 Building and Energy Efficiency Standards and the 2022 CALGreen Code building standards requirements, which include energy conservation measures and solid waste reduction measures. While the Project does not include reduced parking, increased density, or a mixed-use development, it would provide sidewalks, bike racks, and pedestrian walkways to encourage the use of alternative modes of transportation (walking, biking, and transit). The Project would not conflict with applicable GHG reduction measures in the CAP and impacts would be less than significant.

### *Mitigation Measures*

No mitigation measures are required.

### *Level of Significance After Mitigation*

Project impacts would be less than significant.

## 4.2.5 CUMULATIVE IMPACTS

As discussed above, the assessment of GHG emissions is inherently cumulative because climate change is a global phenomenon. Because the Project's GHG emissions would exceed the 3,000 metric tons of $CO_2e$ per year threshold of significance used for this analysis, the Project would result in a cumulatively-considerable impact related to GHG emissions.

Project impacts due to a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG would, cumulatively, be less than significant.

### 4.2.6 REFERENCES

Birdseye Planning Group, February 2025. Vallarta Market Plan Shopping Center Project Air Quality and Greenhouse Gas Report, Included in Appendix B of this Draft EIR.

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# 4.3 UTILITIES

This section identifies and evaluates the Project's potential to have adverse effects related to utility and service systems, specifically, water and sewer service. The information in this section is based primarily, but not exclusively, on the City of Perris General Plan and the Eastern Municipal Water District (EMWD) 2020 Urban Water Management Plan. Potential impacts to utilities and service systems were evaluated in the Vallarta Market Place Commercial Shopping Center Initial Study and impacts were determined to be less than significant. During the Notice of Preparation process, the EMWD submitted a comment letter requesting that the Draft EIR identify and evaluate the Project's proposed water demands, wastewater generation/discharge, potential recycled water use, and determine if the remaining available capacity in the existing EMWD facilities can adequately serve this Project. The EMWD requests the Draft EIR identify and analyze facility improvements needed for this Project if existing EMWD facilities do not have adequate capacity to serve the Project or cumulative development. No Notice of Preparation comments were received regarding dry utilities (i.e., electrical, natural gas, telecommunications) or solid waste management; thus, potential impacts remain less than significant as documented in the Initial Study and will not be addressed in this Draft EIR.

## 4.3.1 EXISTING SETTING

Utilities and services are furnished to the Project site vicinity by the following providers:

**Wastewater Treatment:** Wastewater treatment and disposal is provided to the Project area by the EMWD. The EMWD provides wastewater services to approximately 239,000 customers and currently treats approximately 43 million gallons per day of wastewater at its four active regional water reclamation facilities through 1,813 miles of sewer pipelines. Wastewater flows from the Project site vicinity are conveyed for treatment at the Perris Valley Regional Water Reclamation Facility (PVRWRF). The PVRWRF treats approximately 13.8 million gallons of wastewater per day and has a daily treatment capacity of 22 million gallons per day with a build out capacity of 100 million gallons per day. Sanitary sewer lines are maintained by the EMWD. There are existing sewer mains within North Perris Boulevard and Placentia Avenue adjacent to the Project site.

**Water Service:** The EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. The EMWD is both a retail and wholesale agency, serving a retail and wholesale population of approximately 800,000. The majority of the EMWD's supplies are imported water purchased through the Metropolitan Water District of Southern California from the State Water Project and the Colorado River Aqueduct. Imported water is delivered to the EMWD either as potable water treated by the Metropolitan Water District, or as raw water that the EMWD can either treat at one of its two local filtration plants or deliver as raw water for non-potable uses. The EMWD's local supplies include groundwater, desalinated groundwater, and recycled water. Groundwater is pumped from the Hemet/San Jacinto and West San Jacinto areas of the San Jacinto Groundwater Basin. The EMWD owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. The EMWD also owns, operates, and maintains its own recycled water system that consists of four regional water reclamation facilities and several storage ponds spread throughout the EMWD's service area that are all connected through the recycled water system. Per the EMWD's 2020 Urban Water Master Plan (UWMP), the EMWD has a combined retail and wholesale demand and supply forecast of 208,899-acre feet in 2025, 214,899 acre-feet in 2030 and

251,500 acre-feet in 2045. Water supply is expected to meet demand forecast through the 2045 UWMP planning horizon (see UWMP Tables 7.3 and 7.4).

Agencies were required to demonstrate compliance with the 2020 interim water use target provided in the 2015 UWMP. In 2015, the EMWD's gross water use was 78,937 acre-feet. The EMWD's retail population in 2015 was estimated at 546,146. Therefore, the EMWD's actual 2015 per capita use was 129 gallons per customer per day, which is below the 2015 interim water use target of 187 gallons per customer per day. In the 2020 UWMP, agencies are required to demonstrate compliance with their confirmed 2020 Target amounts. The EMWD did not make any optional adjustments to its 2020 gross water use. The actual 2020 amount was 125 gallons per customer per day; the target was 176 gallons per customer per day. Thus, the actual use was below the target.

The project site is within the EMWD service area and there are existing water mains within North Perris Boulevard and Placentia Avenue adjacent to the Project site.

### 4.3.2 EXISTING POLICIES AND REGULATIONS

**State**

**Assembly Bill 939**
AB 939 established the California Integrated Waste Management Board (CIWMB, now CalRecycle) and required all California counties to prepare integrated waste management plans. AB 939 required all municipalities to divert 50 percent of the waste stream by the year 2000.

**Assembly Bill 341**
AB 341 sets forth the requirements of the statewide mandatory commercial recycling program. Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle. AB 341 set a statewide goal for 75 percent disposal reduction by 2020.

**Senate Bill 610**
Water Code Section 10910 et seq. and Government Code Section 66473.7 as amended by Senate Bill 610 (SB 610) and Senate Bill 221 (SB 221) in 2001. SB 610 focuses on the content of a water supply agency's Urban Water Management Plan and stipulates that when a project is subject to the California Environmental Quality Act (CEQA) and exceeds project size thresholds defined in the California Water Code, the appropriate water supply agency must provide an assessment on whether its total projected water supplies will meet the projected water demand associated with the proposed project. SB 610 applies to proposed residential developments of more than 500 dwelling units, or commercial, industrial, or mixed-use developments that exceed various thresholds for size.

**Senate Bill 1383**
SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025.

**Assembly Bill 1826 (2014)**
AB 1826 sets forth the requirements of the statewide mandatory commercial organics recycling program for businesses and multi-family dwellings with five or more units that generate four or more (two or more by December 31, 2020) cubic yards of commercial solid waste per week. AB 1826 set a statewide goal for 50 percent reduction in organic waste disposal by the year 2020.

***Senate Bill X7-7***
SB X7-7, enacted on November 9, 2009, mandates water conservation targets and efficiency improvements for urban and agricultural water suppliers. SB X7-7 requires the Department of Water Resources to develop a task force and technical panel to develop alternative best management practices for the water sector. Additionally, SB X7-7 required the Department of Water Resources to develop criteria for baseline uses for residential, commercial, and industrial uses for both indoor and landscaped area uses. The Department of Water Resources was also required to develop targets and regulations that achieve a statewide 20 percent reduction in water usage.

**California Green Building Standards Code, Title 24, Part 11**
The California Green Building Standards Code (Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. The CALGreen Code also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The CALGreen Code also provides voluntary measures (CALGreen Tier 1 and Tier 2) that local governments may adopt which encourage or require additional measures in the five green building topics. CALGreen's Tier 1 standards call for a 15% improvement in energy requirements, stricter water conservation, 65% diversion of construction and demolition waste, 10% recycled content in building materials, 20% permeable paving, 20% cement reduction, and cool/solar-reflective roofs. CALGreen's more rigorous Tier 2 standards call for a 30% improvement in energy requirements, stricter water conservation, 75% diversion of construction and demolition waste, 15% recycled content in building materials, 30% permeable paving, 25% cement reduction, and cool/solar-reflective roofs. The California Energy Commission adopted the 2022 CALGreen Code in December 2021, went into effect on January 1, 2023. The 2022 CALGreen code focuses on battery storage system controls, demand management, heat pump space and water heating, and building electrification. Water-related requirements address separate metering requirements for commercial building tenants projected to use more that 1,000 gallons per day, flush requirements for water closet fixtures as well as faucets and fountains; flow rates for sinks and showerheads, pre-rinse spray valves and food waste disposers. The CALGreen Code also requires that new non-residential development comply with the local Model Water Efficient Landscape Ordinance or current California Department of Water Resources Model Water Efficient Landscape Ordinance, whichever is more stringent.

**Local**

**City of Perris General Plan Conservation Element**

**Goal V:** An adequate water supply to support existing and future land uses, anticipated in the Land Use Element.

**Policy V.A.** Coordinate land-planning efforts with local water purveyors.

### 4.3.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on water/wastewater utilities if it will:

> *a). Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects,*
>
> *b). Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years,*
>
> *c). Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.*

### 4.3.4 ENVIRONMENTAL IMPACTS

**Impact Analysis**

| | |
|---|---|
| ***Threshold a*** | ***Would the proposed Project require or result in the relocation or construction of new or expanded water or wastewater treatment facilities the construction of which could cause significant environmental effects?*** |

**Water Supply**

Potable water would be provided by the EMWD via new supply lines connected to exiting water mains located within the North Perris Boulevard and Placentia Avenue rights-of-way. The Project would connect to one or both of the existing water pipes without the need for the EMWD to provide new infrastructure within the Project area. Potential impacts would be less than significant.

**Wastewater**

The project site is also within the EMWD service area for wastewater conveyance and treatment. The Project site does not have existing wastewater service; however, there are existing EMWD utilities within both North Perris Boulevard and Placentia Avenue. The Project would include construction of sewer lines

on-site, connecting to the existing 8-inch sewer mains located within the North Perris Boulevard and Placentia Avenue rights-of-way.

Wastewater generated at the Project site would be conveyed via EMWD pipelines to the PVRWRF, the largest of the EMWD's four operating plants. The PVRWRF treats approximately 13.8 million gallons of wastewater per day and has a daily treatment capacity of 22 million gallons per day with a build out capacity of 100 million gallons per day. Assuming that wastewater is approximately 60% of potable water demand (approximately 26,400 gallons per day – see threshold b below), the Project would generate approximately 15,840 gallons per day of wastewater. This is 0.0012% of the existing daily treatment capacity of the PVRWRF. Therefore, the treatment capacity of the PVRWRF would be sufficient and would not require relocation or construction of new or expanded wastewater facilities. Potential impacts related to wastewater infrastructure capacity would be less than significant.

***Mitigation Measures***

No mitigation measures are required.

***Level of Significance After Mitigation***

Project impacts would be less than significant.

| | |
|---|---|
| ***Threshold b*** | ***Would the water supplier have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*** |

CalEEMod version 2022.1 estimated that the Project would use approximately 9,635,000 gallons (29.5 acre-feet) of water annually or 26,400 gallons per day assuming a reduction of 20% over business as usual as required by the CALGreen Code. The water demand associated with the Project would be less than 0.0011 percent of the combined retail and wholesale 2045 demand/supply. The Project would not necessitate expanding existing entitlements nor is the expansion of existing water infrastructure adjacent to the site anticipated. A **less than significant** impact would occur under this threshold.

***Mitigation Measures***

No mitigation measures are required.

***Level of Significance After Mitigation***

Project impacts would be less than significant.

| | |
|---|---|
| ***Threshold c*** | ***Would the Project r*****esult in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?** |

**Wastewater Treatment**

As discussed above, the PVRWRF treats approximately 13.8 million gallons of wastewater per day and has a daily treatment capacity of 22 million gallons per day with a build out capacity of 100 million gallons per day. Assuming that wastewater is approximately 60% of potable water demand (approximately 26,400 gallons per day – see threshold b above), the Project would generate approximately 24,027 gallons per day of wastewater. This is 0.001% of the existing daily treatment capacity of the PVRWRF. Therefore, potential impacts related to the provision of wastewater services would be **less than significant**.

***Mitigation Measures***

No mitigation measures are required.

***Level of Significance After Mitigation***

Project impacts would be less than significant.

### 4.3.5 CUMULATIVE IMPACTS

**Water**

The EMWD UWMP considers the City of Perris General Plan and uses that are planned for as part of build-out of the City. This considered past, present, and reasonably foreseeable projects. As noted in the UWMP, there are adequate water supplies in single year and multiple dry year conditions. While the population in the City is anticipated to continue to increase, population growth is not anticipated to substantially increase. Therefore, the City anticipates water supply will continue to keep pace with growth. In addition, the City maintains water efficiency measures that reduced per-capita water usage and more stringent water restrictions could be imposed on all City areas should the need arise. Because there is adequate water supply and treatment capacity to serve projected demand under present per capita demand rates through the 2045 UWMP horizon, the project would not require new water supply contracts to be secured or new entitlements. Lastly, the proposed project would not result in increased demand for water resources and would not result in a cumulatively considerable impact.

**Wastewater**

The proposed Project would be consistent with land uses planned for the site under the City of Perris General Plan and considered by the EMWD for wastewater treatment capacity determinations. The Project would not result in increased demand for wastewater services necessitating increased capacity beyond that already planned. Thus, the proposed Project taken in conjunction with past, present, and reasonably foreseeable projects do not necessitate additional construction of wastewater treatment facilities and impacts would be less than significant.

### 4.3.6 REFERENCES

Birdseye Planning Group, February 2024. *Vallarta Market Place Commercial Shopping Center Project, Air Quality and Greenhouse Gas Study,* Included in Appendix B of this EIR.

Eastern Municipal Water District, July 2021, *2020 Urban Water Management Plan.*

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# 5.0 ALTERNATIVES

## 5.1 INTRODUCTION

An environmental impact report (EIR) must identify methods to mitigate or avoid the significant effects that a project may have on the environment. In compliance with Section 15126.6(a) of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), an EIR must "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant effects and evaluate the comparative merits of the alternatives." The City of Perris, as the lead agency for the Vallarta Market Place Commercial Shopping Center Project under the California Environmental Quality Act (CEQA), is responsible for selecting a range of project alternatives to avoid or substantially lessen the significant environmental impacts identified in this Draft EIR. This section identifies potential alternatives to the Project and evaluates them, as required by CEQA.

Key provisions of the State CEQA Guidelines on alternatives (Sections 15126.6[b]–15126.6[f]) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR.

- *"The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objective or would be more costly" (Section 15126.6[b]).*

- *"The specific alternative of 'no project' shall also be evaluated along with its impact" (Section 15126.6[e][1]).*

- *"The 'no project' analysis shall discuss the existing conditions at the time the Notice of Preparation is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives" (Section 15126.6[e][2]).*

- *"The range of alternatives required in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (Section 15126.6[f]).*

- *For alternative locations, "only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR" (Section 15126.6[f][2][A]).*

- *"If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR. For example, in some cases there may be no feasible alternative locations for a geothermal plant or mining project which must be in proximity to natural resources at a given locations" (Section 15126.6[f][2][B]).*

- *"An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative" (Section 15126.6[f][3]).*

Pursuant to the guidelines stated above, a range of alternatives to the Project is considered and evaluated in this Draft EIR. These alternatives were developed in the course of project planning and environmental review. The discussion in this section provides the following:

- A description of alternatives considered.

- A comparative analysis of the alternatives under consideration and the Project. The focus of this analysis is to determine if alternatives are capable of eliminating or reducing the significant environmental effects of the Project to less than significant.

- An analysis of whether the alternatives meet most of the objectives of the Project (as presented in Section 3.5 of this Draft EIR and restated below).

### 5.1.1 SUMMARY OF THE PROJECT

The Project would result in the construction and operation of a new 59,371-square-foot grocery store/supermarket located along the eastern site boundary, a 15,593-square-foot retail building adjacent to the supermarket building to the south, a 4,913-square-foot convenience store and fueling station located at the northwest corner of the site, a 2,367-square-foot quick service restaurant dine-in/drive-thru coffee shop building allocated adjacent to and south of the convenience store building, a 2,079-square-foot quick service restaurant building along the western side boundary, south of the coffee quick service restaurant building, a 2,621-square-foot quick service restaurant building located at the southwest corner of the site, south of the quick service restaurant building, a 7,520-square-foot retail building abutting the supermarket building to the north, and a 7,000-square-foot retail building located near the northeast corner of the site, north of the supermarket building. Walls and fences would be provided on-site as required for screening, privacy, and security. Vehicle access would be provided via six new driveways with three along North Perris Boulevard and three along Placentia Avenue.

Construction is expected to occur over a period of approximately 17 months beginning in early 2026. Construction would likely be phased based on demand; however, for the purpose of this evaluation, construction of the entire project is expected to occur at the same time. Construction activity is regulated by the Perris Municipal Code, Section 7.34.060, which allows construction activities during daytime hours (between the hours of 7:00 am and 7:00 pm), Monday through Saturday, except for legal holidays. Construction equipment is expected to operate at the Project site up to eight hours per day during the

allowed days and time period; however, the typical working hours for most construction contractors are 7:00 a.m. to 4:00 p.m. and construction equipment is not in continual use.

The Project requires approval of a Development Plan Review (DPR 24-00014) for construction and operation of the buildings and a Conditional Use Permit (CUP 23-05264) to allow development of the proposed fast-food restaurants with drive-thru windows and the convenience store/fueling station. The required approvals and entitlements are further described in Section 3.6, *Summary of Requested Actions*, of this Draft EIR.

### 5.1.2 PROJECT OBJECTIVES

As stated in Section 3.4, of this EIR, and pursuant to Section 15124 of the CEQA Guidelines, the following objectives have been established by the Project Applicant to aid decision makers in their review of the Project.

1. Implement City of Perris General Plan policies and objectives relevant to the Project site and proposed commercial development.
2. Provide a new grocery store, retail, restaurant and convenience store/fueling station uses to serve residents within the City of Perris.
3. Expand economic development and facilitate job creation in the City of Perris by establishing commercial uses adjacent to residential areas.
4. Develop a new commercial shopping center that meets current industry standards, can accommodate a variety of users, and that provides uses that are economically competitive with similar uses in the local area and region.
5. Attract new businesses to the City of Perris; thus, providing a more equal jobs-housing balance in the Riverside County/Inland Empire area. This will reduce the need for local workers to commute outside the area for employment.
6. Provide new development that will generate tax revenue for the City of Perris including, but not limited to increased property and sales taxes.
7. Provide commercial uses that take advantage of the City's proximity to freeways and transportation corridors to reduce traffic congestion on local surface streets and related mobile source air emissions.
8. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.
9. Assist the SCAG region in achieving jobs/housing balance region-wide by providing additional job opportunities in a housing rich area of the Inland Empire.

### 5.1.3 SUMMARY OF PROPOSED PROJECT SIGNIFICANT AND UNAVOIDABLE IMPACTS

The analysis in Section 4.0 concludes that with implementation of mitigation measures, significant and unavoidable environmental impacts resulting from air and greenhouse gas (GHG) emissions would result from operation of the Project. As discussed above, an EIR should consider a range of feasible alternatives that would attain most of the Project objectives, listed above, while reducing one or more of the significant

and unavoidable impacts of the Project. Significant and unavoidable impacts that would result from implementation of the Project include those listed below.

- **Cumulative Air Emissions.** As shown in Table 4.1-6, daily operational air emissions would exceed the South Coast Air Quality Management District (AQMD) thresholds of significance for Reactive Organic Gas/Volatile Organic Compounds (ROG/VOC). . Thus, the Project would have the potential to result in a cumulatively considerable impact with respect to air quality. Even with incorporation of all feasible Project-specific mitigation measures, the Project's cumulative air emissions would be significant and unavoidable.

- **Cumulative Greenhouse Gas (GHG) Emissions.** As noted in Table 4.2-5, the Project has the potential to generate a total of approximately 17,4319 metric tons of carbon dioxide equivalent ($CO_2e$) per year at buildout. As such, the Project would exceed the 3,000 metric tons of $CO_2e$ per year threshold of significance. Thus, the Project would have the potential to result in a cumulatively considerable impact with respect to GHG emissions. Even with incorporation of all feasible mitigation measures, the Project's cumulative GHG emissions impacts would be significant and unavoidable.

## 5.2 ALTERNATIVES CONSIDERED BUT NOT CARRIED FORWARD FOR FURTHER ANALYSIS

Section 15126.6(c) of the State CEQA Guidelines specifies that an EIR should: (1) identify alternatives that were considered by the lead agency but were rejected because they were determined to be infeasible during the scoping process, and (2) briefly explain the reasons underlying the lead agency's determination. This section of the State CEQA Guidelines states "[a]mong the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

The following alternatives were considered during the scoping and planning process but were not selected for detailed analysis in this EIR. As described in greater detail below, the primary reason for rejecting these alternatives was that they would not avoid or substantially reduce significant impacts associated with the Project and would not be consistent with the Project objectives.

### 5.2.1 ALTERNATIVE SITE

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location, which are capable of avoiding or substantially lessening any significant effects of the project. The first step in the analysis is determining whether any of the significant effects of the project would be avoided or substantially lessened by developing the project at another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (State CEQA Guidelines, Section 15126.6[f][2][B]).

To meet Project objectives, the Alternative Site must be located on a site designated for commercial land uses or contiguous parcels or on one parcel large enough to accommodate the proposed uses. Sites designated for Commercial uses include currently developed sites and vacant land. However, none are owned by the Project applicant. Further, development of commercial buildings similar to the size

proposed by the Project at other sites are expected to have similar significant and unavoidable impacts as the Project resulting from an increase in vehicle and delivery truck trips. Therefore, development of the Project at an alternative site would not avoid or reduce the direct and cumulative impacts of the Project related to air pollutants and GHG emissions.

As discussed in Section 4.0 of this Draft EIR, with incorporation of regulatory requirements and Project-level mitigation measures, the Project would result in less than significant impacts or less than significant impacts with mitigation for construction-related, operational, and cumulative impacts for all topical issues evaluated with the exception of air quality and GHG emissions. Under this alternative, environmental impacts would be similar to the Project because development of the Project at an alternative site would generate the same number of vehicle and delivery truck trips which are the primary reason air and GHG emissions exceed the impact thresholds. As stated, the Project applicant does not own other land that would accommodate the Project and meet the Project objectives. CEQA does not require the consideration of sites not owned by the landowner or which could not be reasonably acquired by the landowner as alternatives to the proposed project (State CEQA Guidelines Section 15126.6[f][1]).

In summary, an alternative site designated for Commercial use may meet the Project objectives but would not substantially reduce or avoid significant unavoidable impacts related to air and GHG emissions that would result from the Project. Therefore, further analysis of an alternative site(s) in this EIR is not required.

## 5.3 ALTERNATIVE ANALYSIS

Based on the criteria listed previously, the alternatives described below have been determined to represent a reasonable range of alternatives. As stated in Section 2.0, *Introduction*, above, the potentially significant impacts of the Project can be mitigated to a less than significant level with the exception of operational ROG/VOC emissions and GHG emissions. These topical areas are evaluated in Sections 4.1 and 4.2 of this Draft EIR.

The alternatives considered in this Draft EIR include the following.

- Alternative 1 – No Project/No Development
- Alternative 2 – Reduced Intensity

### 5.3.1 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT ALTERNATIVE

Section 15126.6(e) of the State CEQA Guidelines requires an EIR evaluate a “no project” alternative to allow decision makers to compare the impacts of approving a project with the impacts of not approving that project. Section 15126.6(e)(3) of the State CEQA Guidelines describes the two general types of no project alternative: (a) when the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the no project alternative would be the continuation of that plan and (b) when the project is other than a land use/regulatory plan (such as a specific development on an identifiable property), the no project alternative is the circumstance under which the project does not proceed. The proposed Project is consistent with the City of Perris General Plan land use designation for the site (Community Commercial). This discussion assumes the No Project/No Development Alternative would result in no new development or other improvements on the Project site.

**Description of the Alternative**

Under the No Project/No Development Alternative, the proposed development of the eight new commercial buildings with related improvements would not occur. The Project site would remain vacant and undeveloped.

**Comparative Analysis of Environmental Impacts**

***Air Quality***

The No Project/No Development Alternative would not involve any construction activities at the building site. Therefore, the construction-related air quality emissions resulting from the Project would not occur. Because there would be no development within the Project site. No air emissions would occur. Therefore, this alternative would avoid construction-related and operational air quality impacts that would occur with implementation of the Project. As such, no air quality impacts would occur under this alternative.

***Greenhouse Gas Emissions***

The No Project/No Development Alternative would not involve any construction activities or new development on the Project site. In the absence of construction activities and operation of the proposed uses (including traffic generation), this alternative would not generate GHG emissions. Thus, the significant and unavoidable cumulative impacts related to GHG emissions that would be generated by the Project would be avoided under this alternative.

**Conclusion**

***Avoid or Substantially Lessen the Significant Impacts of the Project***

The No Project/No Development Alternative would avoid the significant and unavoidable impacts associated with air and GHG emissions. Additionally, because no development would occur under the No Project/No Development Alternative, less than significant impacts resulting from the Project would also be avoided.

***Attainment of Project Objectives***

The No Project/No Development Alternative would not involve any development at the Project site. This alternative would not attain any of the Project Objectives identified above in Section 5.1.2, and the City's General Plan goals and policies related to the societal and economic benefits associated with new commercial development.

### 5.3.2 ALTERNATIVE 2: REDUCED INTENSITY ALTERNATIVE

**Description of the Alternative**

The purpose of the Reduced Intensity Alternative is to address the significant and unavoidable impacts of the Project related to ROG/VOCand GHG emissions, which are primarily associated with motor vehicle

trips. Under this alternative, the Project site would be developed with eight new commercial/retail buildings on the 10.55-acre Project site. The buildings would be comprised of a new grocery/supermarket, convenience store/fueling station, three retail buildings (including one anchor building abutting the grocery store) and three restaurant buildings (i.e., one coffee shop and two fast food restaurants). Under this alternative, it is assumed that the building program would be reduced by 25 percent relative to the proposed Project. The proposed Project assumes a total of 101,464 square feet of commercial space. Reducing the overall square footage by 25 percent would reduce the square footage to approximately 76,098 square feet or 75 percent of the total square footage proposed.

The configuration of the buildings is not relevant to the analysis of potential ROG/VOC, NOx and GHG emissions. This analysis is solely related to the amount of building space and the volume of traffic, which correlates to air and GHG emissions. However, for purposes of analysis, it is assumed that the site would be developed in a similar configuration as the Project and other components of the Project related to access, infrastructure, and other amenities. The reduction in size of the overall building square footage, whether all buildings are reduced or some buildings are not constructed, would allow for an increased amount of landscaping within the site.

Relevant to this alternatives analysis is the average daily trip generation associated with the proposed Project and the reduction in trips, as well as related air and GHG emissions, associated with the alternative. As reported in the Trip Generation and VMT Screening Analysis for the Proposed Vallarta Market Place Community Shopping Center Project (Mizuta Traffic Consulting, Inc. October 2024), the proposed Project would generate an estimated 16,617 new daily weekday primary and pass by trips.

A reduction of 25 percent, would reduce the traffic generation by 4,154 average daily trips, or from 16,617 average daily weekday trips to approximately 12,463 average daily weekday trips with implementation of the Reduced Intensity Alternative.

**Comparative Analysis of Environmental Impacts**

***Air Quality***

As with the proposed Project, development of the Reduced Intensity Alternative would result in less than significant impacts related to sensitive receptors because the total trip generation would be lower than that for the Project. Therefore, localized emissions of diesel particulate matter and toxic air contaminants would be reduced. As with the Project, the Reduced Intensity Alternative would be consistent with the vehicular trips anticipated in the Air Quality Management Plan (AQMP), thereby resulting in a less than significant impact related to consistency with the AQMP.

Implementation of the Reduced Intensity Alternative would have the same construction impact area as the Project, and the construction assumptions with respect to the intensity of construction would be similar. Therefore, mass daily construction emissions and associated impacts would be less than significant, similar to the Project. Further, localized emissions generated during the construction phase would be less than significant.

Operational emissions associated with the Reduced Intensity Alternative, would be reduced by approximately 25 percent consistent with the reduction in commercial square footage and related trip generation (which is calculated based on building square footage). Total maximum ROG/VOC emissions

would be reduced from 61.5 pounds per to 46.1pounds per day. The ROG/VOC emissions would be below the daily threshold of significance. Therefore, operational emissions and associated impacts under this alternative would be less than significant.

***Greenhouse Gas Emissions***

Implementation of the Reduced Intensity Alternative would result in lower energy demand during construction compared to the Project because of the reduction in building size. This alternative would also result in reduced emissions from all operational GHG sources because the emissions from each source would vary in direct proportion to the building size. Total operational emissions (which include energy, mobile, solid waste, and water consumption sources) for this alternative would be approximately 11,933 metric tons of $CO_2e$ per year (compared to 15,911 metric tons of $CO_2e$ per year with the Project). This would continue to exceed the 3,000 metric tons of $CO_2e$ per year significance threshold used in the GHG analysis. GHG impacts would continue to be significant and unavoidable under this threshold with implementation of the Reduced Intensity Alternative.

**Conclusions**

***Avoid or Substantially Lessen the Significant Impacts of the Project***

Due to the 25 percent reduction in commercial square footage with the Reduced Intensity Alternative, there would be a related 25 percent reduction in energy demand and average daily trip generation and emissions generated by the smaller building square footage. Significant and unavoidable impacts associated with cumulatively considerable GHG emissions would be reduced but would continue to be significant and unavoidable. This impact would remain significant and unavoidable.

***Attainment of Project Objectives***

The following addresses whether the Reduced Intensity Alternative would be able to attain the Project Objectives.

1. Implement City of Perris General Plan policies and objectives relevant to the Project site and proposed commercial development. *The Reduced Intensity Alternative would be consistent with the General Plan; and thus, would attain this objective.*
2. Provide a new grocery store, retail, restaurant and convenience store/fueling station uses to serve residents within the City of Perris. *The Reduced Intensity Alternative would attain this objective.*
3. Expand economic development and facilitate job creation in the City of Perris by establishing commercial uses adjacent to residential areas. *The Reduced Intensity Alternative would attain this objective.*
4. Develop a new commercial shopping center that meets current industry standards, can accommodate a variety of users, and that provides uses that are economically competitive with similar uses in the local area and region. *The Reduced Intensity Alternative would attain this objective.*
5. Attract new businesses to the City of Perris; thus, providing a more equal jobs-housing balance in the Riverside County/Inland Empire area. This will reduce the need for local workers to

commute outside the area for employment. *The Reduced Intensity Alternative would attain this objective.*

6. Provide new development that will generate tax revenue for the City of Perris including, but not limited to increased property and sales taxes. *The Reduced Intensity Alternative would attain this objective.*
7. Provide commercial uses that take advantage of the City's proximity to freeways and transportation corridors to reduce traffic congestion on local surface streets and related mobile source air emissions. *The Reduced Intensity Alternative would attain this objective.*
8. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements. *The Reduced Intensity Alternative would attain this objective.*
9. Assist the SCAG region in achieving jobs/housing balance region-wide by providing additional job opportunities in a housing rich area of the Inland Empire. *The Reduced Intensity Alternative would attain this objective; however, the number of jobs would be fewer than the proposed Project.*

## 5.4 COMPARISON OF PROJECT ALTERNATIVES

Based on the preceding analysis, Table 5.0-1, *Comparison of Alternatives to the Project*, compares the impacts of the alternatives with those of the Project. This table identifies whether the alternative results in: (1) a reduction of the impact; (2) a greater impact than the Project; or (3) a similar impact as the Project. The impact of the respective alternatives is identified followed parenthetically by the comparison to the impact of the Project.

## 5.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires the identification of an environmentally superior alternative. Section 15126.6(e)(2) of the State CEQA Guidelines states that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

The No Project/No Development Alternative has the least impact to the environment because it would not involve any construction or operational activities on the site. There would be no impacts related to air quality or greenhouse gas emissions. While this alternative would avoid the significant effects of the Project, it would not be consistent with the General Plan or zoning. Further, none of the Project objectives would be met.

The Reduced Intensity Alternative is environmentally superior to the Project. As shown in Table 5-1, the Reduced Intensity Alternative would result in a reduced building size and trip generation; thus, resulting in less air and GHG emissions. The Reduced Intensity Alternative would reduce operational ROG/VOC emissions to a less than significant level. However, while GHG emissions would be lower, they would exceed the 3,000 MT of $CO_2e$ standard. GHG emissions would remain significant and unavoidable. Like the proposed Project, the Reduced Intensity Alternative would attain some of the Project objectives, but not to the same extent as the proposed Project as there would be less employment generated and less economic benefit to the City.

## Table 5.0-1 Comparison of Alternatives to the Project

| Impact Area | Project | No Project/No Development (Alternative 1) | Reduced Intensity (Alternative 2) |
|---|---|---|---|
| Air Quality | | | |
| Construction | LSM | No Impact (less) | LSM (same) |
| Operation | SU | No Impact (less) | LTS (less) |
| Greenhouse Gas Emissions (Cumulative) | SU | No Impact (less) | SU (less) |
| Utilities (water/sewer) | LTS | No Impact (less) | LTS (less) |

Notes:
LS: Less Than Significant; LSM: Less Than Significant with Mitigation; SU: Significant and Unavoidable

## 5.6 REFERENCES

City of Perris, 2005. *Perris Comprehensive General Plan 2030.* Approved April 26, 2005. Available at: http://www.cityofperris.org/city-hall/general-plan/General_Plan_2030.pdf

City of Perris. 2013. *General Plan Land Use Map*. Web. Accessed: December 30, 2024. Available: http://www.cityofperris.org/city-hall/specific-plans/PVCC/PVCC-DEIR%2007-20-11.pdf

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# 6.0 OTHER CEQA CONSIDERATIONS

Section 15126 of the Guidelines for the Implementation of the California Environmental Quality Act (State CEQA Guidelines) requires that all aspects of a project must be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. It also sets forth general content requirements for environmental impact reports (EIRs). Potential significant effects of the proposed Vallarta Market Place Commercial Shopping Center Project (Project); mitigation measures to address these effects and potential cumulative impacts have been identified throughout the analysis presented in Sections 4.1 through 4.3 of this Draft EIR. An analysis of alternatives is included in Section 5.0, Alternatives.

This section provides: (1) a summary of effects determined not to be significant, (2) identification of significant environmental effects that cannot be avoided if the Project is implemented, (3) identification of significant irreversible environmental changes that would result from implementing the Project, and (4) growth-inducing impacts of the Project.

## 6.1 EFFECTS DETERMINED NOT TO BE SIGNIFICANT

Section 15128 of the State CEQA Guidelines states that “an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant; and therefore; were not discussed in detail in the EIR”. The Notice of Preparation for this EIR, included in Appendix A, identified 18 environmental issues that were determined by the City to have clearly no potential to be significantly impacted by the Project or that with the implementation of design features and Project-specific mitigation measures, potential impacts would be reduced to less than significant. This comprised the following topical issues: Aesthetics, Agricultural and Forestry Resources, Biological Resources, Cultural Resources, Energy, Geology/Soils, Hazards/Hazardous Materials, Hydrology and Water Quality; Land Use, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems and Wildfire. A letter was submitted by the Eastern Municipal Water District in response to the Notice of Preparation requesting that water and wastewater demand/capacity and potential off-site impacts be evaluated. Thus, the Draft EIR includes a utilities discussion focused on water/sewer. Impacts to dry utilities (i.e., electricity, natural gas, and telecommunications) and solid waste disposal and management are addressed herein.

### 6.1.1 AESTHETICS

The Project site is relatively flat and undeveloped with little topographical change and ruderal vegetation. Development at the Project site would include commercial land uses consistent with the existing General Plan and zoning designations. While development of the Project may obstruct views to the foothills from at least some vantage points (i.e., residences to the south of the site); the building designs would be consistent with land use development standards referenced above and the proposed landscaping would preserve east/west roadway corridors that also support scenic views. A less than significant impact to scenic vistas would occur with Project implementation.

There are presently no officially designated State Scenic Highways that extend through the City of Perris. There are no protected/historic tree species, historic structures or other visually prominent features on the site. No impact to these resources would occur as a result of Project implementation.

The Project would comply with the City's applicable site development criteria such as height limitations, setbacks, screening and landscaping. Therefore, the Project would be consistent with the planned site uses and would not conflict with applicable zoning or other regulations governing scenic quality. Potential impacts associated with the visual character and quality and applicable regulations governing scenic quality would be less than significant.

Proposed lighting is anticipated to include a combination of street and security lighting (including signage) on the exterior of each building and in parking areas. City of Perris Ordinance No. 1051 requires the use of specific types of light fixtures on non-residential properties to minimize the amount of light cast on adjoining properties, the public right-of-way and into the night sky. During construction, lights would be used within the construction areas, notably the construction staging areas, to provide security for construction equipment and construction materials. Further, in the event that construction-related activities occur during nighttime hours, temporary, overhead artificial lighting would be provided to illuminate the work area. Due to the distance between the construction area and the adjacent residents and motorists on adjacent roadways, such security lights may result in glare to residents and motorists. With implementation of Mitigation Measure AES-1, this potential impact would be less than significant with mitigation incorporated.

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

### 6.2.1 AGRICULTURAL AND FORESTRY RESOURCES

The California Department of Conservation's Farmland Mapping and Monitoring Program classifies the Project site as Farmland of Local Importance and further notes that the Project site does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (add Source Reference). Furthermore, the Project site is not used for agricultural production. Additionally, the Conservation Element of the City General Plan does not identify the Project site as containing Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Grazing Land. The Project site is not under a Williamson Act contract (Add Department of Conservation source Reference). Therefore, the Project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use nor conflict with land zoned for agricultural use, or land under a Williamson Act contract. There is no land zoned as forest land or timberland within the City of Perris, as defined in Public Resources Code Sections 12220(g) and Section 4526, respectively. The site is zoned PVCCSP with a land use designation of commercial. There is no concentration of trees on the Project site that would be considered a forest. The site has not been historically, and is not currently, used or planned to be used for forest land. Further, implementation of the Project would not result in the conversion of forest land to non-forest and would not involve other changes to the existing environment which could result in the conversation of Farmland to non-agricultural use.. No impacts to agricultural or forestry resources would occur

### 6.1.3 BIOLOGICAL RESOURCES

No native plant communities will be impacted from implementation of the proposed Project. No sensitive animal species or their habitats are located on the site. Although subjected to routine disturbance, the plant communities and land cover types supported on-site, including ornamental vegetation along North Perris Boulevard, have the potential to provide suitable nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that area adapted to urban environments. Nesting birds are protected pursuant to the federal Migratory Bird Treaty Act and California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or eggs). If construction occurs during the nesting season, a pre-construction clearance survey for nesting birds would be conducted prior to the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. See Mitigation Measure BIO-1.

**Mitigation Measure BIO-1.** To avoid violation of the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 3513, site preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.

If site-preparation activities are proposed during the nesting/breeding season, the Project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Project to determine if active nests of species protected by the Migratory Bird Treaty Act or the California Fish and Game Code are present within the construction zone. The nest surveys shall include the Project site and adjacent areas where project activities have the potential to cause nest failure. The survey results shall be provided to the City's Planning Division. The Project proponent shall adhere to the following:

1. The Project proponent shall retain a biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.

2. Pre-activity field surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures within the Project site and an appropriate buffer of 500 feet of an active listed species or raptor nests, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests. The survey duration shall take into consideration the size of the Project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.

If no nesting birds are observed during the survey, site preparation and construction activities may be conducted during the nesting/breeding season. However, if active nests (including nesting raptors) are located within the survey area, then the Designated

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

With implementation of Mitigation Measure BIO-1, the potential impact to nesting birds and raptors would be less than significant.

No burrowing owls or recent sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. Based on the results of the field investigation, it was determined that the Project site does not have potential to support burrowing owl and focused surveys are not recommended. However, out of an abundance of caution, a preconstruction burrowing owl survey shall be conducted prior to development to ensure burrowing owls remain absent from the Project site as specified in Mitigation Measure BIO-2.

**Mitigation Measure BIO-2.** The Project proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of grading and construction activities on the Project site. The survey shall include the Project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. In addition, if burrowing owls are observed during the nesting bird survey (Mitigation Measure BIO-1), to be conducted within three days prior to ground disturbance or vegetation clearance, the observation shall be reported to the Wildlife Agencies. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity shall be conducted in accordance with the current Burrowing Owl Survey Instructions for the Western Riverside MSHCP.

If burrowing owl are detected, the CDFW shall be sent written notification by the City, within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the nests shall be avoided and the qualified biologist and Project applicant shall coordinate with the City of Perris Planning Department, the US Fish and Wildlife Service, and the CDFW to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the US Fish and Wildlife Service prior to commencing Project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization,

relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The Permittee shall implement the Burrowing Owl Plan following CDFW and US Fish and Wildlife Service review and concurrence. A final letter report shall be prepared by the qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW prior to the start of Project activities. When a qualified biologist determines that burrowing owls are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, Project activities may begin.

If burrowing owls occupy the Project site after Project activities have started, then construction activities shall be halted immediately. The Project proponent shall notify the City and the City shall notify the CDFW and the US Fish and Wildlife Service within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.

With implementation of Mitigation Measure BIO-2, the potential impact to special-status biological resources would be less than significant.

The Project site is located within the Mitigation Fee Area of the Stephen's Kangaroo Rat Habitat Conservation Plan. Therefore, the Project applicant would be required to pay the Stephen's Kangaroo Rat Habitat Conservation Plan Mitigation Fee prior to development of the Project site.

No jurisdictional drainage and/or wetland features were observed within the Project site during the field investigation. Further, no blueline streams have been recorded within the Project site. No impact to riparian habitat or state or federally protected wetlands would occur with Project implementation.

The Project site has not been identified as occurring in a wildlife corridor or linkage. There are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage. As such, implementation of the proposed Project is not expected to impact wildlife movement opportunities. Therefore, no impact to wildlife corridors or linkages is expected to occur.

The City of Perris Municipal Code Section 19.71.050 provides regulations for the protection, preservation, and maintenance of significant tree resources and establishes minimum mitigation measures for trees removed as a result of new development. No trees are located within the Project site. Therefore, no impact to protected tree species would occur under this threshold.

The proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact would occur under this threshold.

### 6.1.4 CULTURAL RESOURCES

An examination of topographic and historical aerial maps indicates that the Project site was developed by the early 1940s and contained nine buildings and a track or riding ring. These buildings and

structures appear to have been demolished by 1997 and the area was subsequently graded. No historic or built-environment resources were identified during the survey of the Project area. Although no evidence of the former development is present on the surface of the Project site, ground-disturbing activities have the potential to impact unknown buried archaeological resources within the Project area. With implementation of Mitigation Measure CUL-1, this potential impact would be less than significant with mitigation.

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

The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.

The Project proponent/developer shall also enter into an agreement with either the Pechanga Band of Indians or the Soboba Band of Luiseño Indians for a Native American tribal representative (observer/monitor) to work along with the consulting archaeologist. This tribal representative will assist in the identification of Native American resources and will act as a representative between the City, the Project proponent/developer, and the Native American Tribal Cultural Resources Department. The Native American tribal representative shall be on-site during all ground-disturbing of each portion of the Project site including clearing, grubbing, tree removals, grading, trenching, etc. The Native American tribal representative should be on-site any time the consulting archaeologist is required to be on-site. Working with the consulting archaeologist, the Native American representative shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are on-going.

The agreement between the proponent/developer and the Native American tribe shall include, but not be limited to:

- An agreement that artifacts will be reburied on-site and in an area of permanent protection;
- Reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist;
- Native American artifacts that cannot be avoided or relocated within the Project site shall be prepared for curation at an accredited curation facility in Riverside County

that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and

- The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

The Project proponent/developer shall submit a fully executed copy of the agreement to the City of Perris Planning Division to ensure compliance with this condition of approval. Upon verification, the City of Perris Planning Division shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

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

If any Native American artifacts are identified when the Native American tribal representative is not present, all reasonable measures shall be taken to protect the resource(s) in situ and the City Planning Division and Native American tribal representative will be notified. The designated Native American tribal representative shall be given ample time to examine the find. If the find is determined to be of sacred or religious value, the Native American tribal representative will work with the City and Project archaeologist to protect the resource in accordance with tribal requirements. All analysis shall be undertaking in a manner that avoids destruction or other adverse impacts.

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

Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts shall be subjected to curation, as deemed appropriate, or returned to the property owner.

Once grading activities have ceased and/or the archaeologist, in consultation with the designated Native American tribal representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.

A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, Eastern Information Center and the Native American tribe(s) involved with the Project.

Although no archaeological resources were identified in the Project area during the survey, ground-disturbing activities have the potential to impact unknown buried archaeological resources in the Project area. With implementation of Mitigation Measure CUL-1, identified above, this potential impact would be **less than significant with mitigation incorporated**.

The Project site has been previously disturbed, as described above, and has not been previously used as a cemetery. It is not anticipated that implementation of the proposed Project would result in the disturbance of human remains. If human remains are discovered during any phase of construction, including disarticulated or cremated remains, all ground-disturbing activities must cease within 100 feet of the remains and the County Coroner and the Lead Agency (City of Perris) must be immediately notified.

California State Health and Safety Code §7050.5 dictates that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to the California Environmental Quality Act (CEQA) and Public Resources Code § 5097.98. If the County Coroner determines that the remains are Native American, the NAHC shall be notified within 24 hours and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. These requirements are reflected in Mitigation Measure CUL-2. With implementation of Mitigation Measure CUL-2, this potential impact would be **less than significant with mitigation incorporated**.

**Mitigation Measure CUL-2:** In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Native American tribal representative shall immediately stop all activities within 100 feet of the find. The Project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

If the coroner determines that the remains are of Native American origin, the coroner would notify the NAHC, which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Native American tribal representative(s) at the site, the NAHC’s identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98l and 5097.94(k)).

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

### 6.1.5 ENERGY

During operation, the project would generate demand for approximately 2,687,021 kilowatt hours (kWh) of electricity and 2,018,831 British Thermal Units (BTU) of natural gas annually. The annual gasoline demand generated by passenger vehicles visiting the site would be approximately 1,434,498 gallons. Construction of the proposed Project is estimated to generate demand for 11,981 gallons of gasoline and 34,500 gallons of diesel fuel.

Compliance with state Title 24 and CALGreen standards would ensure that the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. No further Project-specific mitigation measures would be required. Implementation of the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resource that may have a significant impact on the environment. Impacts would be less than significant and no mitigation would be required.

The Project would not conflict with any state or local plans for renewable energy efficiency. The Project would employ standard methods of construction and does not propose to create a Project condition post-construction whereby a greater energy demand, relative to projects of a similar scope would occur. The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. No impact would result from the Project under this threshold.

### 6.1.6 GEOLOGY AND SOILS

The closest known active fault to the site is the San Jacinto Valley/Casa Loma segment of the San Jacinto Fault Zone which is located approximately 8.2 miles (13.17 kilometers) northeast of the site. During the life of the proposed improvements, the Project will likely experience moderate to occasionally high ground shaking from known faults, as well as background shaking from other seismically active areas of the southern California region.

Design and construction of the project would comply with the International Code Council International Building Code and related California Building Code and other applicable standards. Based on the distance from active faults in the region and implementation of standard engineering practices and design criteria, the Project would not directly or indirectly be exposed to adverse effects related to seismic ground shaking. Implementation of the design and construction recommendations in the *Preliminary Geotechnical Investigation Report* would further minimize impacts related to a seismic event. Potential impacts related to seismic ground shaking would be **less than significant.**

The potential for liquefaction and associated adverse effects within the site is considered low, based on the medium dense to very dense very old alluvial-fan deposits which underlie the site at shallow depths, the cementation of the material and anticipated removal of near-surface potentially compressible soils during site grading activities. Further, the Project site is identified in the City of Perris General Plan Safety Element to be an area of “low generalized liquefaction susceptibility” (City of Perris 2005). Thus, potential

impacts related to exposing people or structures to seismic-related ground failure, including liquefaction, would be **less than significant.**

The Project site is not located within an area with high susceptibility to seismically induced landslides and rockfalls. Thus, **no impact** related to landslides as a result of the proposed Project is anticipated.
There is the potential for soil erosion or loss of topsoil during construction activities as the ground is cleared and graded. Compliance with South Coast AQMD Rule 403 (Fugitive Dust) would include implementation of soil stabilization measures, such as daily watering. The site is greater than one acre in size and individual improvements would disturb more than one acre; thus, the Project would be subject to a State Water Resources Control Board General Construction Permit during construction to minimize soil erosion. The General Construction Permit would include implementation of the City's standard erosion control practices, such as silt fencing, fiber rolls, and sandbags. Further, the California Building Code requires an erosion control plan prior to issuance of a grading permit as a means to minimize soil erosion to the extent practicable during both construction and operational phases. With implementation of Best Management Practices (BMPs) specified in the Stormwater Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) prepared for the Project, potential soil erosion hazard impacts would be **less than significant.**

As stated in the *Preliminary Geotechnical Interpretive Report* referenced above, research showed no features generally associated with subsidence directly on the Project site. Based on the composition of the underlying very old alluvial-fan deposits, and lack of onsite faulting and adjacent hillside terrain, the potential for this subsidence is considered very low. Potential site-specific impacts related to subsidence would be **less than significant**. The proposed Project would connect to the existing sewer line located along Perris Boulevard or Placentia Avenue. No septic systems would be installed. **No impact** would occur under this threshold.

Project-related ground disturbance has the potential to impact paleontological resources throughout the Project site. With implementation of Mitigation Measures PAL-1 and PAL-2, this potential impact would be **less than significant with mitigation incorporated**.

> **MM PAL-1: Paleontological Resource Impact Mitigation Monitoring Program.** Prior to the issuance of grading permits, the Project applicant shall submit to and receive approval from the City of Perris Planning Division, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during any onsite and offsite subsurface excavation. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the Project site or within offsite Project improvement areas until the paleontologist has been approved by the City.
>
> Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium, which might be present below the surface. The paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

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

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

**MM PAL-2: Worker's Environmental Awareness Program (WEAP).** Prior to the start of the Project site disturbance activities, all field personnel shall receive a worker's environmental awareness training on paleontological resources. The training shall provide a description of the laws and ordinances protecting fossil resources, the types of fossil resources that may be encountered in the project area, the role of the paleontological monitor, outline steps to follow if a fossil discovery is made, and provide contact information for the project paleontologist. The training shall be developed by the Project paleontologist and can be delivered concurrently with other training, including cultural, biological, safety, et cetera.

### 6.1.7 HAZARDS AND HAZARDOUS MATERIALS

Operation of the proposed Project 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 tenants of the proposed retail buildings are not yet defined. Manufacturing and other chemical processing would not occur on-site.

The proposed convenience store and fueling station would require the ongoing use, storage and routine transport of hazardous materials consisting primarily of gasoline and diesel fuel. Individual liquid propane canisters may be available; and thus, stored on-site. Common cleaning chemicals would also be used on-site similar to those used in other businesses. The fueling center would be designed and operated consistent with state and federal regulations pertaining to the underground storage and dispensation of flammable materials. With adherence to all applicable regulations pertaining to the construction and operation of a fueling station containing below ground fuel storage tanks, the Project would not emit or release hazardous waste or emissions or otherwise adversely impact public safety through the storage of flammable materials on-site. Impacts would be **less than significant.**

The nearest school to the Project site is the Triple Crown Elementary School located at 530 Orange Avenue in the City of Perris. This school is located approximately ½ mile southeast of the Project site. No schools are located within ¼ mile from the site. **No impact** would occur under this threshold.

Based on the regulatory agency records search conducted as part of the Phase I Environmental Site Assessment prepared by Chubb Global Risk Advisors E, the Project site is not on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. **No impact** would occur under this threshold.

The Project site is located approximately 1.3 miles south of March Air Reserve Base/Inland Port Airport (March ARB/IPA) and is located within the March ARB/IPA Airport Influence Area (AIA) boundary Zone C1: Primary Approach/Departure Zone (per Map MA-1) in the March ARB/IPA Airport Land Use Compatibility Plan (ALUCP) (November 13, 2014). The site is also located within the area subject to the Final Air Installations Compatible Use Zone (AICUZ) Study for March Air Reserve Base (2018). The proposed Project does not contain any uses prohibited by the March ARB/IPA ALUCP. Perris Valley Airport is located approximately 5 miles south of the Project site. However, the project site is not located within the area subject to the ALUCP for Perris Valley Airport.

According to Exhibit MA-5 in the Background Data: March Air Reserve Base/Inland Port Airport and Environs, the Project site is outside the FAR Part 77 Military Outer Horizontal Surface Limits. The Project site is not located beyond the 60 dBA CNEL noise contour shown in Figure 4-2 of the March ARB AICUZ Study. Therefore, noise associated with aircraft operations would not expose people working in the Project area to excessive noise levels.

Project related traffic would not cause a significant increase in traffic operations to the extent that congestion would occur could interfere with emergency response to the site or emergency evacuation procedures in the event of an emergency. The General Plan Safety Element Wildfire Hazards map shows that the Project site is not located in a Very High Fire Hazard Severity Zone. Therefore, the proposed Project would not expose people or structures to wildland fires. Impacts related to hazards and hazardous materials would be less than significant.

### 6.1.8 HYDROLOGY AND WATER QUALITY

The Project Applicant has prepared a Preliminary Water Quality Management Plan (WQMP) to illustrate how low impact development Best Management Practices (BMPs) have been incorporated into Project construction and design. The WQMP incorporates BMPs in accordance with the California Stormwater BMPs Handbook and the City's BMP Design Manual to control erosion and protect the quality of surface water runoff. Further, the Project must obtain coverage under the must obtain the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ). As part of the permitting effort, a Stormwater Pollution Prevention Plan would be created specifically for construction of the proposed Project. The plan would address erosion control measures that would be implemented to avoid or minimize erosion impacts to exposed soil associated with construction activities. With implementation of the BMPs, combined with compliance with existing regulations such as the implementation of the WQMP, the proposed Project would not violate water quality standards or waste discharge requirements.

The Project site is located within the Eastern Municipal Water District (EMWD) service area. The EMWD also owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. These plants provide a source of potable water, protect potable sources of groundwater and support the EMWD's groundwater salinity management program. The Project would have no substantial effect upon groundwater recharge within the groundwater basin. Furthermore, the Project would rely on domestic water supply and would not require the use of groundwater sources and would not substantially deplete groundwater supplies. There are no streams or rivers on the Project site. Therefore, the proposed Project would not substantially alter the existing drainage pattern of the site or

area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite.

The Project site is not located within a Special Flood Hazard Area Inundated by 100-Year Flood Zone. The Project site is located approximately 34 miles inland from the Pacific Ocean. The nearest water body is Lake Perris Reservoir which is located approximately 2.8 miles northeast of the site. The subject property is not expected to be affected by either a tsunami or seiche. The Project site is generally flat and not located near any slopes that would be subject to a mudflow hazard. According to the Safety Element of the City General Plan, the Project site is not located within a Special Flood Hazard Area Inundated by 100-Year Flood Zone. However, the Project site is within the Dam Inundation Area for the Lake Perris Dam (City of Perris 2022). The California Department of Water Resources has developed The Perris Dam Modernization Project, which is intended to make the dam more seismically resilient. The final phase is the construction of an Emergency Release Facility, which will allow for the safe drawdown of lake water surface levels following a seismic event. This final phase of the project is scheduled to begin construction in 2022. Potential impacts related to dam inundation would be **less than significant**. The Project would not be inconsistent with the Water Quality Control Plan for the West San Jacinto Groundwater Sub-basin and Santa Ana River Basin. Hydrology and water quality impacts would be less than significant.

### 6.1.9 LAND USE

All proposed Project uses would be allowed with approval of a Conditional Use Permit to allow development of the proposed fast-food restaurants with drive-thru windows and the convenience store/fueling station, and compliance with development criteria in Section 19.30.080 and design criteria in Section 19.030.090 of the Perris Municipal Code. The site is vacant and located adjacent to single-family residential neighborhoods to the north, south and east. The site would be accessed via Placentia Avenue and North Perris Boulevard. The Project would not physically divide a community or otherwise cause an adverse land use impact. The proposed Project would be consistent with the policies of the City of Perris General Plan or Connect SoCal 2024. **No impact** would occur under this threshold.

### 6.1.10 MINERAL RESOURCES

The California Department of Conservation classifies the availability of mineral resources in a region into four mineral resource zone (MRZ) categories: MRZ 1 for no mineral resources, MRZ 2 for significant resources areas with the quality and quantity known, MRZ 3 for significant resource areas with the quality and quantity unknown, and MRZ 4 for areas with no information. According to the City of Perris General Plan, the Department of Conservation is primarily interested in the preservation of significant resources in MRZ 2 regions. The land within the City of Perris, including the Project site, is classified as MRZ 3 and MRZ 4, which are not considered to be significant resource areas or delineated on any plan for mineral resource recovery uses. Implementation of the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Accordingly, no impact to the availability of a regionally or locally important mineral resource would occur.

### 6.1.11 NOISE

The primary source of noise during construction activities would be comprised of heavy machinery used during site preparation (i.e., clearing/grubbing) and grading, as well as equipment used during building construction and paving. On a typical workday, heavy equipment would be operating sporadically

throughout the project site and more frequently away from the edges of the site as the site preparation and grading phases are completed. Nearby off-site residences would be exposed to elevated noise levels associated with construction. Noise levels could exceed the 80 dBA Lmax standard at the closest sensitive properties. With implementation of Project specific Mitigation Measures NOI-1, NOI-2 and NOI-3, potential impacts to a less than **less than significant with mitigation incorporated**.

**Mitigation Measure NOI-1**: **Install Temporary Noise Barrier.** A noise barrier shall be erected along the southern and eastern site boundary during construction. A minimum 8-foot-high barrier shall be maintained throughout site preparation and grading activities to reduce noise at adjacent receivers to the south and east. The noise barrier should be constructed of material with a minimum weight of 4 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of 5/8-inch plywood and/or 5/8-inch oriented strand board. Other temporary construction noise barrier systems may be used at the contractors' discretion with City of Perris approval.

**Mitigation Measure NOI-2: Neighbor Notification**. Notification shall be provided to residential occupants adjacent to the project site at least 48 hours prior to initiation of construction activities that could result in substantial noise levels at outdoor or indoor living areas. This notification shall include the anticipated hours and duration of construction and a description of noise reduction measures being implemented at the project site. The notification shall include a telephone number for local residents to call and submit complaints associated with construction noise.

**Mitigation Measure NOI-3: Noise Control Plan.** Construction contractors shall develop and implement a noise control plan that includes a noise control monitoring program to avoid construction noise levels exceeding 80 dBA Lmax at the nearest sensitive receivers. The plan may include the following requirements:

- Contractor shall turn off idling equipment.
- Contractor shall perform noisier operation during the times least sensitive to receptors.
- All diesel equipment shall be operated with closed engine doors and shall be equipped with factory- recommended mufflers.
- Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or security staff facilities.

With respect to Project operation, P.M. peak hour traffic volumes would not be high enough to cause a noticeable effect (i.e., +/- 3 dBA) on baseline conditions at any of the receivers modeled. Impacts related to exterior traffic-related noise would be less than significant. With respect to stationary noise, the combined noise from operation of HVAC units would attenuate to approximately 52.7 dBA Lmax at 50 feet, the approximate distance between the source and closest residential receivers to the south. This would meet both the 80 dBA Lmax daytime and 60 dBA Lmax nighttime standard along the eastern and southern property lines where residences are located adjacent to the site. The closest menu board speaker would be approximately 40 feet north of the southern property line. A sound level of 53 dBA at 32 feet would be less than the 80 dBA daytime Lmax standard and 60 dBA nighttime Lmax standard at the southern property line. Truck movement would generate an Lmax of approximately 78.1 dBA Lmax and a 24-hour average of 41.2 dBA. The 24-hour average is below the residential compatibility standard identified in the General Plan Noise Element as referenced above. While truck movement activities would be below the 80 dBA Lmax daytime standard, truck movement could exceed the 60 dBA Lmax nighttime standard during individual events. Similarly, operation of the loading dock behind the supermarket would

exceed the 60 dBA nighttime standard. To avoid exceeding the nighttime standard, it is recommended that mitigation measure NOI-4 be implemented.

> **Mitigation Measure NOI-4.** All truck deliveries requiring use of the loading dock at the rear of the supermarket building shall be conditioned to occur only between 7:00 a.m. and 10:00 p.m.

With implementation of project-specific Mitigation Measures NOI-4, nighttime noise levels at neighboring receivers would be **less than significant with mitigation incorporated**.

While there are no specific standards for use in quantifying excessive vibration levels, the peak particle velocity (PPV) would not be high enough to damage buildings (i.e., 0.2 PPV) nor would construction activities generate vibration levels high enough to annoy people (i.e., 94 dBA). Thus, temporary vibration impacts would be **less than significant**. The proposed Project would provide eight new commercial buildings. These uses do not generate vibration; thus, no vibration impacts are anticipated to occur with operation of the Project.

The Project site is located approximately 3.0 miles south of March ARB/IPA and is located within the March ARB/IPA Airport Influence Area Boundary, and the area subject to the 2018 AICUZ Study for March Air Reserve Base. The Project site is located beyond the 60 dBA CNEL noise contours shown in Figure 4-2 of the AICUZ Study for March Air Reserve Base. Therefore, noise levels associated with aircraft operations at March ARB/IPA would not exceed the City's standards for commercial uses. Perris Valley Airport is located approximately 3.4 miles south of the Project site. According to the Airport Land Use Compatibility Plan for Perris Valley Airport, the Project site is not located within the Airport Influence Area Boundary or area affected by aircraft noise as per Exhibit PV-3. Therefore, no impact associated with noise levels from Perris Valley Airport would occur.

### 6.1.12 POPULATION AND HOUSING

The proposed Project would include a new grocery store/supermarket, two retail buildings, a convenience store/fueling station and four fast food restaurants. The proposed Project does not include residential development; thus, the project would not cause or contribute to unplanned population growth. Because the Project is intended to serve the existing population and has no other features that would directly or indirectly induce growth, **no impact** would occur under this threshold.

The Project site is vacant. Project implementation would not result in the removal of any existing housing. No residents would be displaced nor would removal of housing require the construction of replacement housing elsewhere. **No impact** would occur under this threshold.

### 6.1.13 PUBLIC SERVICES

#### *Fire Protection*

The proposed Project would include the construction and operation of a new shopping center that would require fire protection services; however, no new residential uses or other uses that would increase the City's population would be constructed. The City of Perris contracts with the Riverside County Fire Department to provide fire protection services within the City and has two fire stations within its boundaries that are served by 14 firefighters. The two fire stations are located at 210 W. San Jacinto

Avenue (Station No. 1) and 333 Placentia Avenue (Station No. 90). Station 90 is located approximately ¼ mile east of the Project site; and thus, would be first responder to an incident. The Project site is designated for commercial development; thus, the Project would not induce unplanned growth that would require the construction of new or expanded fire protection facilities. However, the Project applicant would be required to pay a Development Impact Fee (DIF) for fire services that would support fire protection services at the Project site and throughout the City of Perris. Therefore, potential impacts would be **less than significant.** No mitigation would be required.

**Law Enforcement**

The proposed Project would include the construction and operation of a new shopping center that may require police protection services; however, no new residential uses or other uses that would increase the City's population would be constructed as part of the project. The City contracts with the Riverside County Sheriff's Office to provide police protection services within the City and has a police station located at 137 North Perris Boulevard, approximately 2.2 miles south of the Project site. While the Project site is planned for commercial development, the Project would not induce growth in an unplanned manner that would place unexpected future demands on existing police protection services. The Project would also not represent a use that would require unique or expanded police protection services. As a result, the Project itself is not expected to require the construction of new or expanded police protection facilities; however, the Project applicant would be required to pay a Development Impact Fee (DIF) to support police protection services at the Project site. Therefore, potential impacts would be **less than significant.**

***School Services***

The proposed Project would construct and operate a new shopping center. It would not induce growth within the Project area that would increase the demand for school services. The site is within the Val Verde Unified School District. The Project applicant would be conditioned to pay impact fees to the school district to assist with the development and/or expansion of school facilities to accommodate population growth within the City of Perris associated with future growth. **No impact** to schools would occur.

***Park Services***

The proposed Project would result in the construction and operation of a new shopping center. It would not increase the use of parks that would require the construction or expansion of additional park and recreational facilities. Additionally, the payment of development impact fees per Municipal Code Chapter 19.68 are intended to fund improvements to existing parks and/or development of new parks. No impact to parks would occur.

***Other Public Facilities Services***

Other public facilities include streets, libraries, senior centers, community centers, and pools, all of which are intended to serve the general public. The proposed Project involves the construction and operation of a new shopping center. These uses would not induce population growth or otherwise increase demand for public services. Thus, no construction or expansion of other public facilities would occur. However, increased use of Perris Boulevard and Placentia Avenue by trucks accessing the site would contribute to ongoing wear and tear of local streets. Impact fees paid by the applicant could be allocated to street repair or a related use as needed and determined by City of Perris staff. Potential impacts would be **less**

**than significant** under this threshold. No impact would occur under this threshold. In addition, the Project would be required to comply with the provisions of Municipal Code Chapter 19.68 which requires payment of the Development Impact Fee to assist the City in providing public services.

### 6.1.14 RECREATION

The proposed Project consists of construction and operation of a new commercial shopping center. The Project would not increase the use of or create the need for new or expanded parks and recreational facilities. Similarly, the proposed Project would not result in physical deterioration of an existing open space area or any recreation facilities. **No impact** would occur under this threshold.

### 6.1.15 TRANSPORTATION

The following summarizes potential Project impacts to existing bicycle/trail, transit and pedestrian facilities in proximity to the Project site.

**Bicycle and Trail Facilities.** There are no existing striped bicycle lanes on Perris Boulevard or Placentia Avenue. No trails are located within or planned for construction within the Project area. The Project would not affect existing bicycle facilities, implementation of planned bicycle facilities or use of existing or planned trail facilities.

**Transit Facilities.** The Riverside Transit Agency (RTA) provides service to the general area with Route 19. The nearest transit stop is located across Perris Boulevard from the Project site. The Project would not affect existing transit service along RTA Route 19 as currently provided.

**Pedestrian Facilities.** Sidewalks front the Project site on both sides of Perris Boulevard and Placentia Avenue. Sidewalk, curb and gutter repair/improvements would be required for construction of the project ingress/egress driveways. These improvements would retain off-site connectivity for pedestrians. The project will have no adverse impacts to pedestrian facilities. **No impact** would occur under this threshold.

Senate Bill (SB) 743 was approved in 2013 and revised the method for assessing transportation impacts under CEQA. The Governor's Office of Planning and Research recommended the use of vehicle miles travelled (VMT) as the required metric to replace the automobile delay-based Level of Service (LOS). The VMT assessment is required to satisfy CEQA guidelines that utilize VMT as the required metric to determine transportation impacts. The Trip Generation and VMT Screening Analysis was based on the criteria outlined in the *City of Perris Traffic Impact Analysis Guidelines*, *May 2020.*

The City's Transit Priority Area exhibit shows that the project site is located within a Transit Priority Area. Additionally, the Western Regional Council of Government's VMT Screening Tool was used to verify the determination. The Project site is located within Traffic Analysis Zone 1836 and this is located inside a Transit Priority Area. Thus, the Project would meet criterion 2 (e.g., Is the project within one half (1/2) mile of qualifying transit?). Potential transportation impacts related to VMT would be **less than significant**.

All roadway improvements would be designed consistent with City of Perris standards. The Project would not create dangerous curves or intersections. During construction, the proposed Project would comply

with all local regulations regarding temporary road closures or/and/or one-way traffic controls. Potential impacts would be **less than significant.**

The proposed Project would provide adequate emergency access. As discussed above, access to the site will be provided via six driveways; three along Placentia Avenue and three along North Perris Boulevard. The driveways would be of standard size required to accommodate passenger cars and emergency vehicles. The truck entrances would be constructed per City of Perris standards to accommodate heavy trucks. All access features are subject to the City of Perris design requirements, including the Fire Department's requirement of a minimum 20-foot width for driveways. Because of this, emergency vehicles would be able to access the Project site. Potential impacts associated with this issue would be **less than significant**

### 6.1.16 TRIBAL CULTURAL RESOURCES

Based on the results of the Cultural Resources Investigation conducted for the Project (PaleoWest, October 2023), no known tribal cultural resources are present at the Project site. However, there is the potential for previously undiscovered tribal cultural resources to occur at the Project site given the cultural sensitivity of the area identified by Native American tribes in the region. Ground disturbing activities could harm previously undiscovered subsurface resources which would be a potentially significant impact. The Cultural Resources Survey recommends that a Native American monitoring program be implemented. This would be implemented through Mitigation Measure CUL-1.

In the unlikely event that human remains are discovered during construction, all activities in the vicinity of the remains shall cease and the contractor shall notify the County Coroner immediately pursuant to California Health & Safety Code Section 7050.5 and California Public Resources Code Section 5097.98. Project Mitigation Measure CUL-2 shall be implemented to ensure that potential impacts to Native American human remains would be less than significant.

### 6.1.17 UTILITIES AND SERVICE SYSTEMS

#### *Solid Waste*

The proposed Project would generate construction waste as well as ongoing domestic waste. Construction waste associated with the proposed Project would be recycled to the extent practicable with the remainder sent to a landfill. The construction debris would be processed and recycled or sent to the landfill. CalEEMod 2022.1 estimates the proposed Project would generate approximately 640 tons of solid annually (3,507 pounds daily) during operation. These estimates assume no solid waste would be recycled. If the Project were to recycle 75%, the policy goal of AB 341, the amount of solid waste landfilled would be approximately 160 tons annually. Assuming that the El Sobrante Landfill receives the waste, this would increase the total volumes going to landfill daily by less than 1 percent. Compliance with County of Riverside waste reduction programs and policies would reduce the volume of solid waste entering landfills. Individual development projects would be required to comply with applicable state and local regulations which are focused on reducing the amount of landfill waste. Therefore, because there would be adequate landfill capacity in the region to accommodate Project-generated waste and the proposed Project would not generate a substantial quantity of solid waste. Further, the Applicant and Project contractor would comply with all local, state, and federal requirements for integrated waste

management (e.g., recycling, green waste) and solid waste disposal as required by the CIWMA of 1989, Assembly Bill (AB) 341 and AB 1896. Specifically, AB 1896 requires that businesses and multifamily residential developments of five or more units divert organic waste. This is defined as compostable paper, food waste and landscape trimmings. Thus, recycling infrastructure will be required for organic (AB 1896) and non-organic (AB 341) waste and would help ensure that at least 75% of the solid waste generated by the Project is recycled. CR&R is the franchise hauler for the City of Perris and is responsible for providing collection cans, collecting the solid waste material, providing recycling services and disposing of the solid waste in a landfill. Per the franchise agreement with the City of Perris, it is presumed that CR&R would follow all applicable federal, state, and local management and reduction statutes and regulations related to solid waste.

### 6.1.18 WILDFIRE

According to Figure S-05, Wildfire Hazards, of the City of Perris General Plan Safety Element, the Project site is located within a Local Responsibility Area and is not located in or near an area identified as being a Very High Fire Hazard Severity Zone. The Project site is not within a State Responsibility Area. Therefore, the Project would have no impacts related to wildfires.

## 6.2 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

Section 15126.2(b) of the State CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental impacts of the Project are discussed in Sections 4.1, 4.2 and 4.3 of this Draft EIR. The Project would result in two significant and unavoidable impacts related to Air Quality and Greenhouse Gas Emissions. As stated, the EMWD requested that potential impacts associated with water/sewer demand/capacity and off-site impacts be evaluated in the Draft EIR. These impacts are evaluated in Section 4.3, *Utilities*, and would remain less than significant as disclosed in the Initial Study prepared for the proposed Project.

- **Air Pollutant Emissions.** A project is consistent with the regional AQMP if it does not create new violations of clean air standards, exacerbate any existing violations, or delay a timely attainment of such standards. Construction of the Project would generate exhaust from construction equipment and vehicle trips, fugitive dust from demolition and ground-disturbing activities, and off-gas emissions from architectural coatings and paving. The Project would also result in the emission of pollutants into the South Coast Air Basin during Project operation from vehicle trips and stationary sources. Mitigation Measure AQ-1 would reduce potential impacts to less than significant Implementation of the Project would exceed the South Coast AQMD daily thresholds of significance for ROG/VOC. This is a s**ignificant and unavoidable impact**.

- **Greenhouse Gas (GHG) Emissions.** The Project has the potential to generate a total of approximately 15,911 metric tons of carbon dioxide equivalent per year ($CO_2e$/yr). As such, the Project would exceed the 3,000 metric tons of $CO_2e$/yr threshold of significance. Even with incorporation of all feasible mitigation measures, the Project's GHG emissions impacts would be **significant and unavoidable**. The Project would be consistent with applicable CAP goals intended to reduce overall GHG emissions city-wide through implementation of General Plan as well as applicable elements of the CARB 2017 and 2022 Scoping Plan. The Project would not impede or delay local or statewide initiatives to reduce GHG emissions.

## 6.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

Section 15126.2(d) of the State CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by a proposed Project. Specifically, Section 15126.2(d) states:

Uses of nonrenewable resources during the initial and continued operation of the Project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter, unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the Project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses.
- The project would involve a large commitment of nonrenewable resources.
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project.
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Determining whether the proposed Project may result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed to the extent that they could not be restored. The Project site has historically been vacant and undeveloped. However, the City of Perris General Plan anticipates that the proposed building sites will eventually support uses that would generate jobs and revenue while expanding the availability of goods and services. Additionally, the Project would permanently alter the site by converting the undeveloped property to urban uses. This is an irreversible environmental change that would occur because of Project implementation. Because no significant mineral resources were identified within the Project limits, no significant impacts related to these issues would result from development of the proposed expansion site.

Construction and long-term operation of the Project would require the commitment and reduction of nonrenewable and/or slowly renewable resources, including petroleum fuels and natural gas (for vehicle emissions, construction, lighting, heating, and cooling of structures) as well as lumber, sand/gravel, steel, copper and other metals used in building construction, piping, and roadway infrastructure). Other resources that are slow to renew and/or recover would also be impacted by Project implementation, such as air quality (through the combustion of fossil fuels and production of greenhouse gases) and water supply (through the increased demands for potable water). However, use of these resources is not expected to adversely impact the availability of these resources. Further, as stated in Section 6.1.5, Energy, above, the Project would not result in the inefficient, wasteful or unnecessary consumption of energy. Project development is an irreversible commitment of land and energy resources and would result

in ongoing air pollutant and GHG emissions; noise generation and related effects associated with operation of commercial uses.

## 6.4 GROWTH INDUCING IMPACTS

CEQA requires a discussion how a proposed project could be growth inducing. The State CEQA Guidelines identify a project as growth inducing if it fosters economic or population growth or the construction of additional housing either directly or indirectly in the surrounding environment (State CEQA Guidelines Section 15126.2[e]). New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

To address this issue, potential growth-inducing effects are evaluated by evaluating the Project relative to the following questions:

1. Would this project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?

2. Would this project result in the need to expand one or more public services to maintain desired levels of service?

3. Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

4. Would approval of this project involve some precedent setting action that could encourage and facilitate other activities that could significantly affect the environment?

A project could indirectly induce growth by reducing or removing barriers to growth or by creating a condition that attracts additional population or new economic activity. Under CEQA, this issue is addressed to provide additional information on ways the Project could contribute to significant changes in the environment, beyond the direct consequences of implementing the Project examined in the preceding sections of this Draft EIR.

**1. Would this project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development)?** The Project would be served by North Perris Boulevard and Placentia Avenue. Both are existing roadways and neither would require expansion or extension to serve the Project site. While utilities would be extended to the Project site, existing water and sewer lines are located within the North Perris Boulevard and Placentia Avenue rights-of-way. These main lines would not require expansion or relocation. As stated, the utility infrastructure would be extended to serve the proposed development; and thus, would not induce growth in the Project vicinity.

The proposed Project would be consistent with the General Plan land use and zoning designations for the site. No land use or zoning change approvals would be required to allow the Project as proposed.

The Project would be constructed on an infill lot and provide goods and services to the residents of Perris. It is not considered to be growth inducing with respect to the removal of obstacles to growth.

**2. Would this project result in the need to expand one or more public services to maintain desired levels of service?** The Project would not require the expansion of existing public service facilities (i.e., fire protection, law enforcement, schools, parks, libraries or other facilities) to maintain existing levels of service. Therefore, this Project would not have significant growth inducing consequences with respect to public services.

**3. Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?** A project could indirectly induce growth locally by increasing demand for additional goods and services associated with the increase in population. This type of growth is typically associated with the introduction of a major employment center or regionally significant housing development. Additional commercial uses may be attracted to the area by the increased number of residents. In this case, the Project would provide commercial uses to serve the existing population and is consistent with the land use and planned growth envisioned in the City of Perris General Plan.

The extent to which the new jobs created by a project are filled by existing residents is a factor that tends to reduce the growth-inducing effect of a project. The jobs generated by the Project are anticipated to be filled by workers who would already reside in the region. Operation of the Project would not generate a permanent increase in population within the City and would not increase the demand for additional goods and services.

**4. Would approval of this project involve some precedent setting action that could encourage and facilitate other activities that could significantly affect the environment?** The Project would be allowed outright by the City of Perris General Plan and zoning code. As described herein, no conflicts with adopted land development regulations occur and environmental impacts are further minimized by implementing Project-specific mitigation measures. The Project does not propose any precedent-setting actions that, if approved, would specifically allow, or facilitate the development of future projects that could induce growth beyond what has been anticipated in the City of Perris General Plan.

## 6.5 REFERENCES

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Birdseye Planning Group, LLC, *Vallarta Market Place Commercial Shopping Center Project Initial Study*, October 2024

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# 7.0 LIST OF EIR PREPARERS

## 7.1 LEAD AGENCY

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## 7.2 CONSULTANTS INVOLVED IN THE PREPARATION OF THE EIR

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(EIR Preparation)

Ryan Birdseye..... Principal-in-Charge/Project Manager

**Mizuta Traffic Consultants, Inc.**
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Marc Mizuta, PE, TE,..... President

**ELMT Consulting, Inc.**
**(Biological Technical Report)**

Travis McGill..... Biological Resources Director
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**Chronicle Heritage (dba PaleoWest, LLC)**
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Kevin Hunt. ..... Principal
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**Earth Strata Geotechnical Services, Inc.**
**(Preliminary Geotechnical Interpretive Report)**

Stephen Poole, PE, GE.....Principal Engineer
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**(Preliminary Water Quality Management Plan)**

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