INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
No. 2402

FOR

Beyond Food Mart at Ethanac and Trumble
(CUP 22-05292)

Lead Agency:

City of Perris
101 North D Street
Perris, California 92570

Prepared by:

Lilburn Corporation
1905 Business Center Drive
San Bernardino, CA 92408
(909) 890-1818

November 2024

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SECTION 1
INTRODUCTION

This document is an Initial Study prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed Beyond Food Mart (Proposed Project). This Initial Study has been prepared in accordance with CEQA, Public Resources Code Sections 21000 et seq., and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), California Code of Regulations, Title 14, Chapter 14, Sections 15000 et seq.

An initial study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with State CEQA Guidelines Section 15064, an environmental impact report (EIR) must be prepared if the initial study indicates that the proposed project under review may have a potentially significant impact on the environment. A negative declaration may be prepared instead, if the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and, therefore, why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371). If revisions are adopted into the proposed project in accordance with the State CEQA Guidelines Section 15070(b), a mitigated negative declaration is prepared.

This Initial Study addresses the potential environmental impacts of the Proposed Project, including the associated discretionary actions and approvals required to implement the Proposed Project, as well as all subsequent construction and operation activities.

1. **Project Title:** Beyond C-Store – CUP # 22-05292

2. **Lead Agency Name and Address:** City of Perris
101 North D Street
Perris, CA 92570

3. **Contact Person:** Alfredo Garcia, Associate Planner
Phone Number: (951) 943-5003, ext. 287

4. **Project Location:** 27278 Ethanac Road, Perris, CA. 92585

5. **Project Sponsor's Name and Address:** Mark Sater
Paradise Lake LLC
4300 Edison Avenue
Chino, CA, 91710

6. **Geographic Coordinates of Project Site**: 33°44'36.19"N; 117°11'03.39"W

7: **USGS Topographic Map:** Perris, California 7.5-minute USGS Topographic Quadrangle

8: **Public Land Survey System:** Section 10 of Township 5 South, Range 3 West

9. **Thomas Guide Location:** Page 838, Grid D1; 2013, San Bernardino & Riverside Counties

10. **Assessor Parcel Number:** 329-240-021 and 329-240-022

11. **General Plan Designation:** CC - Community Commercial

11. **Zoning:** CC - Commercial Community

12. **Description of Project:** Beyond Food Mart (Applicant) is requesting the approval of a Condition Use Permit to construct and operate an eight-island passenger car fueling station with a 4,205-square-foot canopy, a 1,673-square-foot drive-thru carwash, and a 7,250-square-foot convenience store with a drive-thru for pick-up of pre-packaged food. The Project would occur on a 2.54-acre site located at 27278 Ethanac Road, at the northeast corner of Trumble Road and Ethanac Road, Perris, California (see Figure 1 Regional Location Map and Figure 2 Vicinity Map). Access to the site would be provided by a 40-foot-wide driveway at Trumble Road and a 40-foot-wide driveway at Ethanac Road (see Figure 3 Site Plan).

The passenger car fueling station would be composed of eight fueling islands to include 16 fueling dispensers. The fueling station would include two underground storage tanks including a 27,000-gallon split tank that would store 12,000 gallons of E85 flex fuel and 15,000 gallons of unleaded fuel, and a 15,000-gallon split tank that would store 8,000 gallons of diesel fuel and 7,000 gallons of unleaded premium fuel. The passenger car fueling islands would be located under a 4,205-square-foot canopy with a maximum height of 18 feet. The convenience store with drive-thru would be located in the northern portion of the site and be at a maximum height of 29 feet.

The Project would include a total of 47 passenger car parking spaces including two handicap accessible spaces, 3 Clean Vehicle (CV) parking spaces, 2 Electric Vehicle (EV) parking spaces, 3 bicycle spaces, and a 10-foot x 20-foot space dedicated for loading/unloading materials. The Proposed Project would also include 20,946 square feet of landscaping (19 percent of lot area). The Project is planned to operate 24 hours a day, seven days a week, and would employ 12 full-time employees.

13. Surrounding Land Uses and Setting:

	LAND USE (General Plan)	**ZONING**	**EXISTING**
PROJECT SITE	CC - Community Commercial	CC - Commercial Community	Vacant Land
NORTH AND EAST	CC - Community Commercial	CC - Commercial Community	Vacant Land. Proposed for the development of a 412,348-square-foot light industrial building (DPR 22-00030)
SOUTH (Ethanac Rd. & City of Menifee)	Commercial	Commercial Retail (CR)	Vacant Land (commercial use to the southwest)
WEST	CC - Community Commercial	CC - Commercial Community	Vacant Land. Proposed for the development of a travel center (CUP 22-05002 and CUP 22-05003)

Source: City of Perris General Plan Map

14. Other agencies whose approval is required (e.g., permits, finance approval, or participation agreement):

- Santa Ana Regional Water Quality Control Board – approval of General Construction Permit, Storm Water Pollution Prevention Plan (SWPPP), and National Pollutant Discharge Elimination System (NPDES).
- South Coast Air Quality Management District – approval of permits to operate.
- Eastern Municipal Water District - approval of water and sewer improvement plans.

15. Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc?

The City's consultation with local Native American tribes is discussed in The Tribal Cultural Resources section (Section XVIII) of this Initial Study.

1.1 EVALUATION FORMAT

This Initial Study is prepared in compliance with the State CEQA Guidelines. The format of the study is presented as follows. The Project is evaluated based upon its effect on twenty-one (21) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the Project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the Project on the factor and its elements. The effect of the Project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
2. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
3. Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List mitigation measures).
4. Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are: (List the impacts requiring analysis within the EIR).

At the end of the analysis, the required mitigation measures are restated and categorized as being either self-monitoring or as requiring a Mitigation Monitoring and Reporting Program.

1.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture & Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Populations / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

1.3 ENVIRONMENTAL DETERMINATION

On the basis of this Initial Study, the City of Perris Environmental Review Committee finds:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the Proposed Project would have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Alfredo Garcia	12-2-2024
Signature	Date
Alfredo Garcia	City of Perris
Printed Name	For

SECTION 2
PROJECT DESCRIPTION

2.1 PURPOSE OF THIS DOCUMENT

The purpose of this Initial Study is to identify potential environmental impacts associated with approval of the Project to allow for the approval of an eight-island passenger car fueling station with a 4,205-square-foot canopy, a 1,673-square-foot drive-thru carwash, and a 7,250-square-foot convenience store with a drive-thru for pick-up for pre-packaged food. This Initial Study has been prepared in accordance with CEQA and the State CEQA Guidelines.

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Perris is the Lead Agency in the preparation of this Initial Study and has primary responsibility for the approval or denial of this Project. The intended use of this Initial Study is to provide adequate environmental analysis related to construction and operation activities of the Proposed Project.

2.2 PROJECT LOCATION

The Project Site is located at the northeastern corner of Trumble Road and Ethanac Road within Planning Area 9: South Specific Plans of the City of Perris. Planning Area 9 includes land uses of general industrial, light industrial, business park, professional office, community commercial, neighborhood commercial, and public facilities. As stated in the Land Use Element of the City of Perris General Plan, Planning Area 9 may provide opportunities for retail commercial and business park uses that draw upon a regional market made accessible by the I-215 Freeway. The project area is east of Interstate 215 (I-215) and west of State Route 74 (SR-74) (refer to Figure 1, Regional Map & Figure 2, Project Vicinity Map). Figure 3, Site Plan shows the Proposed Project layout on the 2.5-acre Project Site (APN 329-240-021 and 329-240-022). The Project Site is currently vacant.

2.3 PROJECT DESCRIPTION

Beyond Food Mart, Inc. (Applicant) is requesting the approval of a Conditional Use Permit (CUP) to construct and operate an eight-island passenger car fueling station, and a 7,250-square-foot convenience store with an attached 1,800-square-foot carwash. Access to the site would be provided by one 40-foot-wide driveway along Trumble Road and one 40-foot-wide driveway along Ethanac Road (see Figure 3 Site Plan).

The passenger car fueling station would be composed of eight fueling islands to include 16 fueling dispensers. The fueling station would include two underground storage tanks including a 27,000-gallon split tank that would store 12,000 gallons of E85 flex fuel and 15,000 gallons of unleaded fuel, and a 15,000-gallon split tank that would store 8,000 gallons of diesel fuel and 7,000 gallons of unleaded premium fuel. The passenger car fueling islands would be located under a 4,205-square-foot canopy with a maximum height of 18 feet. The convenience store with drive-thru would be located on the northern portion of the site and would be at a maximum height of

29 feet. The Project is planned to operate 24 hours a day, seven days a week, and no carwash or vacuuming would occur between the hours of 10:00 PM and 7:00 AM. The Proposed Project is expected to employ 12 full-time employees.

The Project would include landscaping and a total of 47 passenger car parking spaces including two handicap accessible spaces, three Clean Vehicle (CV) parking spaces, two Electric Vehicle (EV) parking spaces, three bicycle spaces, and a 10-foot x 20-foot space dedicated for loading/unloading materials. The Proposed Project includes 20,946 square feet of landscaping (19 percent of lot area). The maximum height of the convenience store and a fueling station canopy would not exceed 39 feet.

The Proposed Project also includes three underground bioretention basins with a combined storm water retention volume of 16,394 cubic feet and would be located along the southeast portion of the Project Site. The onsite runoff would be sheet flowing from north to south and directed into the underground infiltration basin using the general grading of the driveway and pad with gutters directing flow. The gutters would help direct the flow around the gas pumps to the underground infiltration basin. The basin would be able to infiltrate and retain the added flow and runoff and would overtop the remaining amount which would outlet through a bubbler system to Ethanac Road. The onsite storm drain system would be sized to take the 100 Year Peak Flowrate and would be privately owned and maintained by the property owner.

The Proposed Project would connect to an existing 18-inch sewer main along Trumble Road owned and operated by the Eastern Municipal Water District (EMWD). The Proposed Project would connect to an existing 8-inch water line in Trumble Road. Electricity and telecommunications for the Proposed Project would be connected to existing powerline along the northeast corner of Project Site on Ethanac Road.

The analysis in this Initial Study assumes that the following improvements will be constructed as part of the Proposed Project to provide Project Site access:

1. Trumble Road (NS) at Ethanac Road (EW):

    Construct the westbound approach along the project frontage at its ultimate half-section width to consist of one left turn lane, two through lanes, and one right turn lane. As this improvement requires an additional westbound receiving lane to be constructed in conjunction with development on the northwest corner of Trumble Road/Ethanac Road, interim striping for one left turn lane, one through lane, and one right turn lane may be necessary.

2. Trumble Road (NS) at Project Driveway (EW)

    Construct the project driveway with one inbound lane and one outbound lane.
    Install eastbound stop control for site egress.
    Maintain existing southbound shared through/right turn lane.

3. Project Driveway (NS) at Ethanac Road (EW)

Construct the project driveway with one inbound lane and one outbound lane.
Install southbound stop control for site egress.
Construct one right turn lane for site ingress

The Project shall comply with all conditions of the City of Perris standard development review process to ensure adequate geometric design and emergency access.

The Project is anticipated to be constructed in one phase taking approximately eight months to complete.

2.4 EXISTING CONDITIONS AND SURROUNDING LAND USES

The Project Site is relatively flat, sloping in a southeasterly direction with elevations ranging from 1,427 to 1,433 feet above mean sea level. The Project Site is unimproved, vacant, and generally flat; dominated by fallow field. Historically, the site has been used for agricultural purposes. Views of the Project Site in its existing condition are provided in (Figure 2 of Project Vicinity Map).

The Project Site is located within the area subject to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mead Valley Area Plan. The Project Site is not located within an MSHCP Criteria Cell, Cell Group, or Linkage Area. The Project Site contains disturbed vegetation that is regularly maintained for weed abatement.

The Project Site is located within the southern portion of the City within Planning Area 9: South Specific Plans of the City of Perris. The purpose of Planning Area 9 is to provide high quality industrial, commercial, and office land use to serve the existing and future residents and businesses of the City. The Project Site is designated as CC - Community Commercial and has a corresponding zoning designation of CC – Commercial Community. The General Plan recognizes that while there may be some residential land uses, the area will generally be used for industry. Industries in this area are anticipated to be related to air-cargo support, due to its proximity to Perris Valley Airport and Skydiving Center. High truck traffic volume is anticipated.

The Project Site is surrounded by vacant land to the north, west, and east, and commercial development to the south. The property immediately adjacent to the north and east of the Project Site is currently proposed for the development of a 412,348-square foot light industrial building (DPR 22-00030). The property to the west of the Project Site across Trumble Road is proposed for the development of a travel center (CUP 22-05002 and CUP 22-05003).

2.5 INTENDED USE OF THIS DOCUMENT

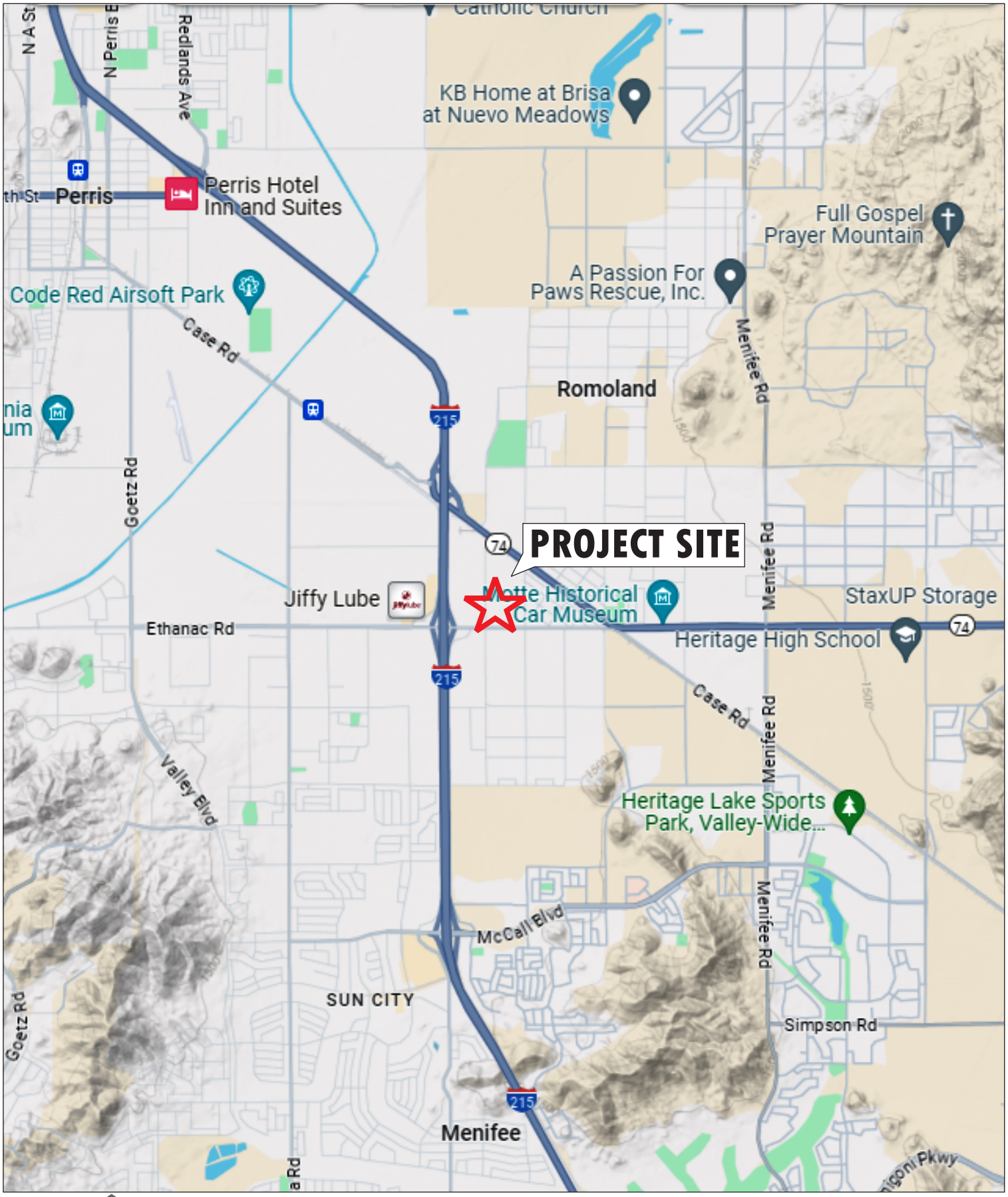
This Initial Study addresses the potential impacts of the Proposed Project, as well as those of the associated discretionary actions and approvals required to implement the Proposed Project, and those of subsequent construction and operational activities.

2.6 DOCUMENTS INCORPORATED BY REFERENCE

The following reports and/or studies are applicable to development of the Project site and are hereby incorporated by reference:

- Perris Comprehensive General Plan 2030, City of Perris, originally approved on April 26, 2005. (Available at http://www.cityofperris.org/city-hall/general-plan.html)

- Perris General Plan 2030 Draft Environmental Impact Report, SCH No. 2004031135, certified April 26, 2005. (Available at http://www.cityofperris.org/cityhall/general-plan/General_Plan_2030.pdf)



0 1.25 Mile

LILBURN CORPORATION

REGIONAL VICINITY

BEYOND C -STORE

City of Perris, California

FIGURE 1

N

0 200

Feet

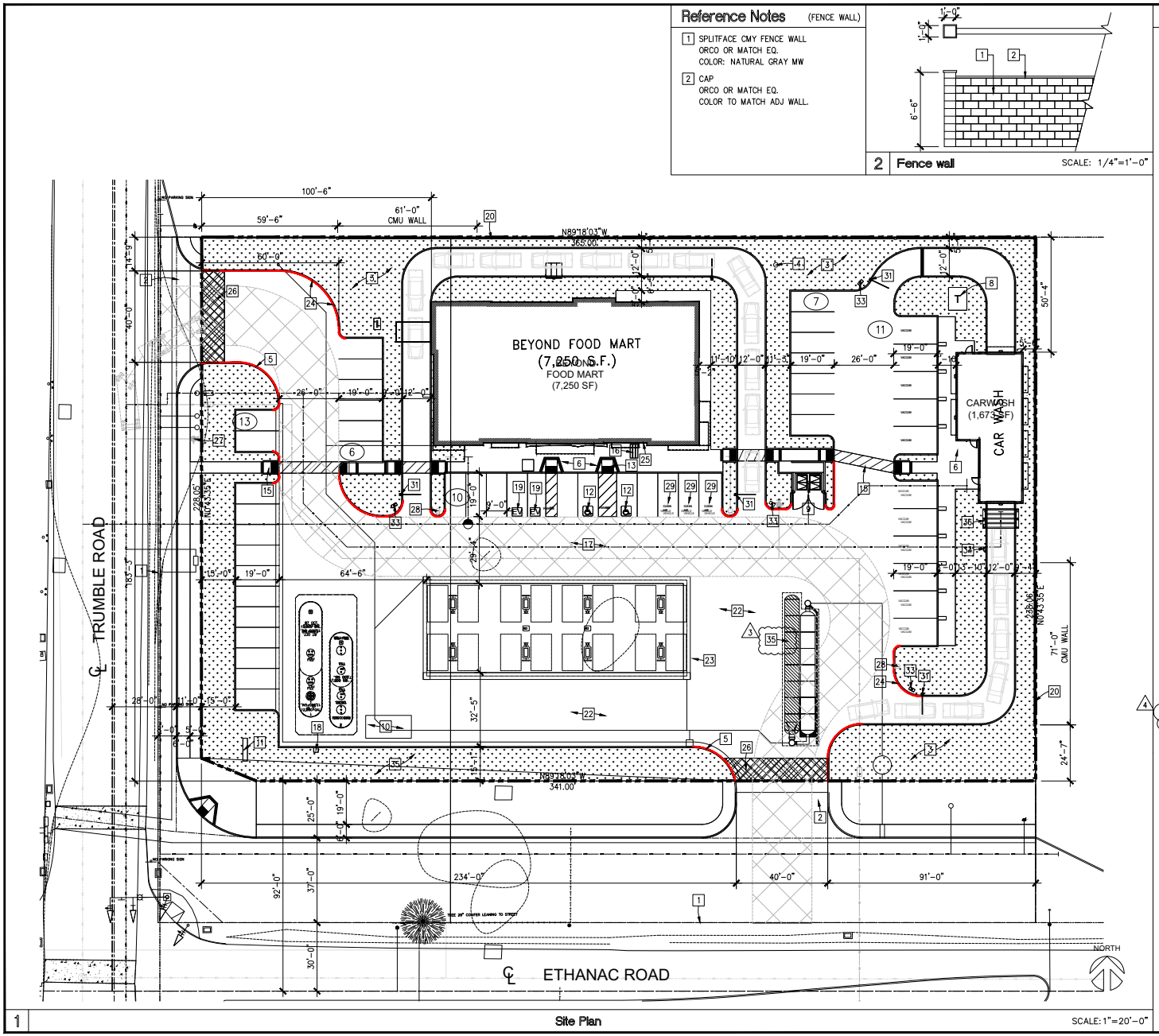
LILBURN CORPORATION

VICINITY MAP

BEYOND C -STORE

City of Perris, California

FIGURE 2



1 Site Plan SCALE: 1"=20'-0"

Reference Notes (FENCE WALL)

1. SPLITFACE CMY FENCE WALL ORCO OR MATCH EQ. COLOR: NATURAL GRAY MW
2. CAP ORCO OR MATCH EQ. COLOR TO MATCH ADJ WALL.

2 Fence wall SCALE: 1/4"=1'-0"

Reference Notes

1. (E) PROPERTY LINES
2. (N) CURB AND GUTTER/DRIVEWAY (RIGHT IN & OUT)
3. (N) LANDSCAPE
4. (N) HEALY TANK
5. (N) CONCRETE CURB
6. (N) CONCRETE SIDEWALK
7. (N) CANOPY 47'-0"x128'-0" (UNDER SEPARATED PERMIT)
8. (N) TRANSFORMER PAD
9. (N) TRASH/RECYCLE ENCLOSURE
10. (N) LOADING/UNLOADING (10'-0" x 20'-0")
11. (N) CORNER MONUMENT, SIGN BY OTHERS, UNDER SEPARATE PERMIT.
12. (N) HCP PARKING
13. (N) HCP RAMP
14. (N) VACUUM @ 9 LOCS
15. (N) 5'-0" WIDE HCP PATH OF TRAVEL PER CODE STD.
16. BIKE RACK PER CITY'S STANDARD.
17. (N) 26' WIDE FIRE LANE
18. (N) AIR/WATER TOWER
19. EVCS PARKING PER CITY'S STD. PROVIDE MIN. 1" CONDUIT TERMINATING IN LISTED ENCLOSURE FOR FUTURE CHARGER.
20. (N) 6' HT. SPLITFACE CMU FENCE WALL ORCO OR MATCH EQ., COLOR: NATURAL GRAY MW
21. (N) U.S.T. W/ CONCRETE SLAB
22. (N) A/C PAVING
23. (N) CANOPY CONCRETE PAD W/ CONCRETE SWALE
24. (N) RED CURB MARKING "NO PARKING" ZONE
25. (N) FIRE KNOX LOCKS / BOXES
26. (N) STAMPED CONCRETE, SCOFIELD OR MATCH EQ., COLOR: SUNRISE RED
27. (N) FIRE HYDRANT, SEE CIVIL PLANS.
28. (N) FIRE DEPARTMENT CONNECTION, SEE CIVIL PLANS.
29. (N) CLEAN AIR VEHICLE.
30. (N) UNDERGROUND TANK (UNDER SEPARATE PERMIT)
31. (N) LEFT HAND CLEARANCE BAR
32. (N) DRIVE-THRU SIGNAGE
33. (N) ENTRY AND EXIT SIGNAGE
34. (N) PAY BOX @ CARWASH
35. (N) PRIVATE UNDERGROUND CHAMBERS. SEE CIVIL PLAN.
36. (N) DETACHED STEEL TRELLIS

PEGASUS ARCHITECTS
4300 EDISON AVE., CHINO, CA 91710
TEL: 909.465.4101
FAX: 909.606.6839

PROJECT: NEW BEYOND C-STORE DEVELOPMENT
ADDRESS: 27278 ETHANAC RD., PERRIS, CA 92585
CLIENT: PARADISE LAKE, LLC. 4300 EDISON AVE., CHINO, CA 91710

SHEET TITLE: SITE PLAN

KEY MAP SEAL/STAMP

LICENSED ARCHITECT CHAK FAI LAU C27750 Exp. 05-31-25 STATE OF CALIFORNIA

JOB NO.	-
DRAWN BY:	TL/ZL
SUPERVISED BY:	TL
CHECKED BY:	TL
PLAN CHECK	__/__/____
PERMIT SET	__/__/____
BID SET	__/__/____

REVISIONS

2	2ND CUP RESUBMITTAL	03/02/2023
3	3RD CUP RESUBMITTAL	08/01/2023
4	4TH CUP RESUBMITTAL	11/20/2023
5	5TH CUP RESUBMITTAL	04/01/2024

SHEET NO: A1.01 4 OF SHEETS

SHEET

LILBURN CORPORATION

BEYOND C -STORE
City of Perris, California

FIGURE 3

SECTION 3
ENVIRONMENTAL CHECKLIST FORM

I. AESTHETICS – Would the project:

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

a) **Less Than Significant Impact.** According to the City of Perris General Plan Environmental Impact Report (General Plan EIR)[1], the western, eastern, and northern City views of the surrounding foothills and views north to the San Bernardino Mountains are significant vistas. The Proposed Project is the development of a convenience store with drive-thru car wash, and eight passenger fueling station on a 2.5-acre site. The proposed passenger car fueling station would be located under a 4,205-square-foot canopy with a maximum height of 18 feet. The Proposed Project would be allowed use under the Community Commercial land use designation of the City of Perris General Plan Land Use Element. Additionally, land uses in the vicinity include vacant, residential, commercial, and industrial. The nearest residential use is located approximately 781 feet north of the Project Site. The Perris Municipal Code restricts building heights and includes architectural design and landscape guidelines that will meet the City's development standards, further reducing the potential for visual impacts. The Proposed Project would not have a substantial adverse effect on a scenic vista. Any potential impacts would be less than significant and no mitigation measures are required.

Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). The natural mountainous setting of the Perris Valley area is critical to its overall visual character and provides scenic vistas for the community. Topography and a lack of dense vegetation or urban development offer scenic views throughout the City, including to and from hillside areas. Scenic features include gently sloping alluvial fans, rugged mountains and steep slopes, mountain peaks and ridges,

[1] https://www.cityofperris.org/PerrisGeneralPlanEnvironmentalImpactReport. Accessed February 5, 2024.

rounded hills with boulder outcrops, farmland, and open space. Scenic vistas provide views of these features from public spaces.

Structures in the City of Perris and in the vicinity of the Project Site consist of low-rise buildings that partially preserve views of nearby mountains and hills. The Project Site is not considered to be within or to comprise a portion of a scenic vista; therefore, the Proposed Project would not alter existing scenic vistas. The proposed convenience store and fueling station would be consistent with the scale of structures and with the land uses found in this area. The allowable structure height in the Project Area is 45 feet. The proposed convenience store would be 24.5 feet at its highest point, the proposed fuel station canopy would be approximately 18 feet at its highest point. The Proposed Project would not introduce structures that would adversely affect the scenic vistas of the Russell Mountain and Bell Mountain; therefore, potential impacts would be less than significant. No mitigation is required.

b) **No Impact**. The Project Site is not located within view of a State Scenic Highway. The closest eligible highway is State Route 74 (SR-74), which is located approximately 0.6 miles east of the Project Site.[2] Once SR-74 reaches the San Jacinto Mountains, SR-74 becomes an officially designated State Scenic Highway in conjunction with SR-243; however, this segment of SR-74 and SR-243 is located approximately 22 miles southeast of the Project Site. The Project Site is currently vacant land with seasonal grasses, trees, tree stump, and powerlines. There are no natural scenic resources such as trees or rock outcroppings within or adjacent to the Project Site. Additionally, there are no historic buildings in the Project Area. The Proposed Project would not impact scenic resources within state scenic highways. Therefore, no impact would occur and no mitigation is required.

c) **Less Than Significant Impact.** According to CEQA Section 21071(a)), an urbanized area is an incorporated city that meets either of the following criteria: (1) has a population of at least 100,000 persons, or (2) has a population of less than 100,000 persons if the population of that city and no more than two contiguous incorporated cities combined equals at least 100,000 persons. According to the US Census Bureau, in July 2023 the City of Perris' population was approximately 80,603, the population of Moreno Valley, the contiguous city to the north, was 212,392, and the population of Menifee, the contiguous city to the south, was 113,433; therefore, the Project Site is located within an urbanized area. Because the Project Site is located within an urbanized area, the threshold for analysis is would the Project conflict with applicable zoning and other regulations governing scenic quality.

The 2.5-acre Project Site is currently vacant and is immediately adjacent to a commercial business to the south, and vacant land to the north, east, and west. The Project Site is located within Planning Area 9, which provides and is planned for industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris. The Proposed 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

[2] CalTrans. California State Scenic Highway Map. Accessed on February 5, 2024.

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 and no mitigation measure is required.

d) **Less than Significant With Mitigation Incorporated**. The Proposed Project would include light fixtures for parking areas within the Project Area. These light fixtures would provide increased visibility to driveways and throughout the site for security. Light fixtures would be shielded and directed downward to avoid spillover effects to surrounding properties, and lighting will comply with the City of Perris Municipal Code requirements. Onsite lights layout and landscaping will be reviewed/approved by the planning/building and safety department. The exterior finishes of proposed structures would have low glare properties and no materials with high reflectivity are proposed. Potential impacts during Project operation would be less than significant and no mitigation is required.

During Project construction, nighttime lighting may be used within the Project Site to provide security for Project structures and construction equipment. Such security lights may result in nighttime glare to motorists on the adjacent roadways. However, this potential impact would be reduced to a less than significant level through the City's standard project review and approval process and with implementation of the following mitigation measure:

Mitigation Measure AES-1:

Prior to issuance of grading permits, the Project developer shall provide evidence to the City 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.

II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	☐	☐	☐	☒
d) Result in loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) **No Impact**. The Department of Conservation, California Important Farmland Finder, identifies the Project Site as "Farmland of Local Importance"[3] As stated on the map legend, Farmland of Local Importance to the local agricultural economy is determined by each county's board of supervisors and a local advisory committee. The Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Important (Farmland) to a non-agricultural use. No impact would occur and no mitigation measures are required.

b) **No Impact.** The Project Site is not under a Williamson Act Contract as identified in the Riverside County: Map My County.[4] Additionally, the City of Perris's General Plan does not designate any of the land within the Project Site or in its immediate vicinity for future agricultural use. Therefore, no impact would occur and no mitigation measures are required.

c) **No Impact.** Public Resources Code Section 12220(g) defines "forest land" as land that can support 10 percent native cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. According to Public Resources Code Section 4526, "timberland" means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including

[3] https://maps.conservation.ca.gov/DLRP/CLIFF/. Accessed February 5, 2024.
[4] Riverside County. Map My County. Accessed on February 5, 2024.

Christmas trees. Based on these definitions, no forest land or timberland occurs within or adjacent to the City of Perris. Further, there is no land zoned as forest land or timberland in the City of Perris. Therefore, no impact would occur and no mitigation measures are required.

d) **No Impact.** As discussed in Section II.c, above, there is no land zoned forest land within the City of Perris. Therefore, implementation of the Proposed Project would not convert forest land to non-forest use. No impact would occur and no mitigation measures are required.

e) **No Impact.** The Project Site does not support agricultural or forest land uses that would be lost as a result of the Proposed Project implementation. There are no such land uses in the vicinity of the Project Site. Therefore, no impact would occur and no mitigation measures are required.

III. AIR QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

a) **Less than Significant Impact.** The Project Site is located within the South Coast Air Basin, which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the South Coast Air Basin is under the jurisdiction of the South Coast Air Quality Management District (AQMD) and the California Air Resources Board (CARB). The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by the South Coast AQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (2022 AQMP) was adopted by the South Coast AQMD on December 2, 2022. The

2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from Connect SoCal - the 2020 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

The land use designation of the Project Site is Community Commercial. Because the Proposed Project is consistent with the Community Commercial land use designation, the emissions associated with the Project have been accounted for by SCAG in Connect SoCal 2020 and by the South Coast AQMD in the 2022 AQMP. Therefore, the emissions associated with the Proposed Project would not result in a conflict or obstruction to the implementation of the AQMP. The potential impact of the Project would be less than significant and no mitigation measures are required.

b) **Less than Significant Impact.** Construction and operational emissions for the Project Site were screened using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.22 (see Appendix A). The CalEEMod outputs were based on the proposed Site Plan, which is a 2.5-acre lot that would be developed with a 7,250-square-foot convenience store, an eight-island fueling station with a 4,205-square-foot canopy, and a 1,673-square-foot drive-thru car wash. The emissions incorporate South Coast AQMD Rules 402 and 403 by default as required during construction for fugitive dust control. The criteria pollutants screened for include volatile organic compounds (VOC), nitrous oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO_2), and respirable particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$). Two of the analyzed pollutants, VOC and NOx, are ozone precursors. Both summer and winter season emission levels were estimated.

Construction Emissions

Construction emissions are considered to be short-term, temporary emissions and were modeled with the following construction parameters: site preparation, site grading (fine and mass grading), building construction, paving, and architectural coating. Construction is anticipated to begin in early April 2025 and be completed in early 2026. The estimated emissions generated by construction of the Proposed Project are shown in Table 1 which represents construction emissions.

Table 1
Maximum Construction Emissions
(Pounds per Day)

Source/Phase	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Winter Max	2.4	9.5	12.2	0.0	0.9	0.4
South Coast AQMD Thresholds	75	100	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2022.

As shown in Table 1, winter season construction emissions would be below the South Coast AQMD thresholds of significance. The Proposed Project would not exceed applicable South Coast AQMD regional thresholds of significance during construction activities. Therefore, the potential impact of the Project would be less than significant and no mitigation measures are required.

Compliance with South Coast AQMD Rules 402 and 403

Although the Proposed Project would not exceed the South Coast AQMD thresholds of significance for construction emissions, the Project Proponent would be required to comply with all applicable South Coast AQMD rules and regulations as the South Coast Air Basin is in non-attainment status for ozone and suspended particulates (PM_{10} and $PM_{2.5}$).

The Project Proponent would be required to comply with Rules 402 nuisance, and 403 fugitive dust, which require the implementation of Best Available Control Measures for each fugitive dust source, and the AQMP, which identifies Best Available Control Technologies for area sources and point sources. The Best Available Control Measures and Best Available Control Technologies would include, but not be limited to the following:

1. The Project Proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities (see Figures 4 and 6).

    (a) The Project Proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly (3x daily) to ensure that a crust is formed on the ground surface and shall be watered at the end of each workday.

    (b) The Project Proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.

    (c) The Project Proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.

    (d) The Project Proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces would increase NO_X and PM_{10} levels in the area. Although the Proposed Project would not exceed the South Coast AQMD thresholds of significance during construction, the Applicant/Contractor would be required to implement the following conditions as required by the South Coast AQMD:

1. To reduce emissions, all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.

2. The Project Proponent shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site power generation during construction.

3. The Project Proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.

4. All buildings on the Project Site shall conform to energy use guidelines in Title 24 of the California Administrative Code.

5. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.

6. The operator shall comply with all existing and future California Air Resources Board and South Coast AQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

Operational Emissions

The operational mobile source emissions were calculated in accordance with the Traffic Impact Analysis (TIA) prepared for the Proposed Project by Ganddini Group, Inc dated February 26, 2024, the Proposed Project is anticipated to generate approximatively 3,187 trips daily. The Trip Generation rates, and fleet mix provided in the TIA were input into CalEEMod. Emissions associated with the Project's estimated vehicle trips were modeled and are listed in Table 2 and Table 3, which represent summer and winter operational emissions, respectively.

Table 2
Summer Operational Emissions Summary
(Pounds per Day)

Source	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile	13.1	12.1	113	0.2	24.7	6.4
Area	0.6	0.0	3.5	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Totals	**13.7**	**12.1**	**116.5**	**0.2**	**24.7**	**6.4**
South Coast AQMD Thresholds	55	55	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2022.1 Summer Emissions.
Emissions represent the daily maximum emissions.

Table 3
Winter Operational Emissions Summary
(Pounds per Day)

Source	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile	12.2	13.0	94.6	0.2	24.7	6.4
Area	0.0	--	--	--	--	--
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Totals	**12.2**	**13.0**	**94.6**	**0.2**	**24.7**	**6.4**
South Coast AQMD Thresholds	55	55	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2022.1 Winter Emissions.
Emissions represent the daily maximum emissions.

As shown, both summer and winter season operational emissions would be below the South Coast AQMD thresholds of significance. Therefore, a less than significant regional air quality impact would occur from the operation of the Proposed Project.

c) **Less than Significant Impact.** A Mobile Source Health Risk Assessment (HRA) dated March 6, 2024, was prepared by Ganddini Group, Inc (see Appendix A-1). According to the South Coast AQMD's CEQA Air Quality Handbook, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air contaminants from the Proposed Project would result in a Hazard Index increase of 1 or greater.

In order to determine if the Proposed Project may have a significant impact related to hazardous air pollutants, the Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, prepared by the South Coast AQMD, August 2003, recommends that if a project is anticipated to create hazardous air pollutants through stationary sources or regular operations of diesel trucks at a Project Site, then the proximity of the nearest receptors to the source of the hazardous air pollutants and the toxicity of the hazardous air pollutants should be analyzed through a comprehensive facility-wide health risk assessment.

Sensitive receptors include residential land uses, schools, day care centers, and other places where people reside, including prisons. The nearest sensitive receptors to Project Site are the single-family residential uses located to the southeast (across Ethanac Road) at a distance of approximately 454 feet (~138 meters) from the façade of the residential dwelling unit to the edge of the fueling canopy; to the east, located approximately 1,108 feet (~337 meters) from the façade of the residential dwelling unit to the edge of the

fueling canopy; and to the north, located approximately 901 feet (~275 meters) from the façade of the residential dwelling unit to the edge of the fueling canopy.

As determined in the California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369 case, the California Supreme Court determined that CEQA does not generally require an impact analysis of the existing environmental conditions on the future residents of a proposed project and generally only requires an analysis of the proposed project's impact on the environment. However, the California Building Industry Association case also stated that when a proposed project brings development and people into an area already subject to specific hazards and the new development/people exacerbate the existing hazards, then CEQA requires an analysis of the hazards and the proposed project's effect in terms of increasing the risks related to those hazards. Regarding air quality hazards, toxic air contaminants are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. As such, if a proposed project would not exacerbate pre-existing hazards (e.g., toxic air contaminant health risks) then an analysis of those hazards and the proposed project's effect on increasing those hazards is not required.

The CARB Air Quality and Land Use Handbook provides an advisory recommendation that a 50-foot separation be provided between sensitive receptors and typical gasoline dispensing facilities and a 300-foot separation be provided between sensitive receptors and a large gasoline station.

The Project includes the construction and operation of a 16-vehicle fueling position gas station. As provided by the Project applicant, the proposed gasoline service station is anticipated to have an annual throughput of up to approximately 500,000 gallons of unleaded gasoline, 100,000 gallons of E85 flex fuel, and 100,000 gallons of diesel fuel for an estimated total of approximately 700,000 gallons of annual throughput.

The gasoline-station portion of the Project would be permitted by the South Coast AQMD and fuel-related emissions would be regulated by South Coast AQMD Rule 461 and be required to obtain a Permit To Operate from the South Coast AQMD. Gasoline dispensing facilities are required to use Phase I/II Enhanced Vapor Recovery systems. Phase II Enhanced Vapor Recovery has an average efficiency of 95.1 percent and Phase I Enhanced Vapor Recovery have an average efficiency of 98 percent. Therefore, potential for fugitive VOC or toxic air contaminant emissions from the gasoline pumps would be negligible.

Assuming 700,000 gallons per year of throughput for this gasoline-dispensing facility, as provided by the Project applicant, using the South Coast AQMD Risk Assessment Procedures for Rules 1401, 1401.1 and 2125 and the South Coast AQMD RiskTool (V1.105) R0409196 (please see Appendix A-1 for the modeling output) and a downwind distance of approximately 138 meters (the closest sensitive receptor location where an individual could remain for 24 hours), in the Perris area; the residential maximum individual cancer risk for the closest residential receptor would be 0.223 in a million. The commercial individual cancer risk at a distance of 17 meters would be 0.202 in a million.

The distances modeled to the nearest receptors within the HRA are based on the closest distance from the gasoline-dispensing facility (i.e., the fueling canopy and/or underground storage tanks) to the receptor in question. Therefore, although the commercially zoned land discussed in the comment is located adjacent to the Project Site itself, they are not necessarily adjacent to the gasoline-dispensing facility. With this in mind, as stated in the HRA, the closest commercial uses would actually be those of the commercial uses proposed on-site. These include the proposed convenience store, located approximately 57 feet (~17 meters) from the edge of the fueling canopy, and the proposed car wash, located approximately 130 feet (~39 meters) from the edge of the fueling canopy. Therefore, the commercial individual cancer risk was modeled at the closest distance of 17 meters, which resulted in a finding of 0.202 in a million. As the distance from the gasoline-dispensing facility to the adjacent commercially zoned land is farther that the modeled ~17 meters to the proposed convenience store, it would be expected that these properties would have lower maximum individual cancer risks than that which was calculated for the on-site commercial uses. No further analysis would be needed.

As the neither the residential cancer risk nor the commercial cancer risk would exceed 10 in a million, the Project is not considered to be a significant source of toxic air contaminants or fugitive VOC emissions and sensitive receptors in the Project vicinity and the proposed commercial receptors would not be exposed to substantial sources of toxic air pollution.

Additionally, as the maximum individual cancer risk would not exceed South Coast AQMD thresholds at the closest receptors, any receptors located further away than the closest receptors would also not be exposed to significant toxic air contaminants or fugitive VOC emissions. Therefore, the Project would not result in significant operational emissions-related toxic air contaminant impacts.

Localized Significance Threshold:

The South Coast AQMD has developed a methodology to assess the localized impacts of emissions from a Proposed Project as outlined within the Final Localized Significance Threshold (LST) Methodology report; completed in June 2003 and revised in July 2008. The use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency pursuant to CEQA. LSTs apply to projects that must undergo CEQA review and are five acres or less. LST methodology is incorporated to represent worst-case scenario emissions thresholds. CalEEMod was used to estimate the on-site and off-site construction emissions. The LSTs were developed to analyze the significance of potential air quality impacts of proposed projects to sensitive receptors (i.e. schools, single family residences, etc.) and provide screening tables for small projects (one, two, or five acres). Projects are evaluated based on geographic location and distance from the sensitive receptor (25, 50, 100, 200, or 500 meters from the site).

For the purposes of a CEQA analysis, the South Coast AQMD considers a sensitive receptor to be a receptor such as a residence, hospital, convalescent facility or anywhere that it is possible for an individual to remain for 24 hours. Additionally, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive

receptors. Commercial and industrial facilities are not included in the definition of sensitive receptor because employees do not typically remain on-site for a full 24 hours, but are usually present for shorter periods of time, such as eight hours.

The Project Site is approximately 2.5 acres and, therefore, the two-acre LSTs were utilized for the analysis and to represent a worst-case scenario as the larger the site, the higher the screening threshold. The closest sensitive receptor is a residence approximately 454 feet (138 meters) southwest of the Site.; therefore, LSTs are based on a 100-meter distance. The Proposed Project's construction and operational emissions with the appropriate LST are presented in Table 4.

As shown in Table 4, the Proposed Project's localized emissions are not anticipated to exceed the LSTs. Therefore, the Proposed Project is not anticipated to expose sensitive receptors to substantial pollutant concentrations.

Table 4
Localized Significance Thresholds
(Pounds Per Day)

Source	NO_x	CO	PM_{10}		$PM_{2.5}$	
Construction Emissions (Max. from Table 1)	9.5	12.2	0.1		0.0	
Operational Emissions (Max. Total from Table 2 and Table 3)[1]	13.0	116.5	2.5		0.6	
Highest Value (lbs/day)	**13.0**	**116.5**	**0.1**	**2.5**	**0.0**	**0.6**
LST	264	2,232	38*	10†	10*	3†
Greater Than Threshold	**No**	**No**	**No**	**No**	**No**	**No**

Sources: CalEEMod.2022 Summer and Winter Emissions; South Coast AQMD Final Localized Significance Threshold Methodology; South Coast AQMD Mass Rate Look-up Tables for a five-acre site in SRA No. 24 Perris Valley, distance of 500 meters.
Note: PM10 and PM2.5 emissions are separated into construction and operational thresholds in accordance with the South Coast AQMD Mass Rate LST Look-up Tables.
* Construction emissions LST
† Operational emissions LST
Per LST Methodology, mobile source emissions do not need to be included except for land use emissions and onsite vehicle emissions. It is estimated that approximately 10 percent of mobile emissions will occur on the Project Site.

d) **Less than Significant Impact.** The Proposed Project does not contain land uses typically associated with the emission of objectionable odors. CARB developed an Air Quality and Land Use Handbook to outline common sources of odor complaints. The sources of odors include sewage treatment plants, landfills, recycling facilities, and petroleum refineries. Potential odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities; and the temporary storage of domestic solid waste (refuse) associated with the Proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of project construction activity. Project-generated refuse primarily from the guard shack use would be stored in

covered containers and removed at regular intervals in compliance with the City of Perris's solid waste regulations. The Project would be also required to comply with South Coast AQMD Rule 402 to prevent occurrences of public nuisances. Therefore, no significant adverse impacts would occur and no mitigation measures are required.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Would the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	☐	☒	☐	☐

a) **Less than Significant with Mitigation Incorporated.** A Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency

Analysis report dated January 15, 2024 was completed by ELMT Consulting (ELMT) and is included as Appendix B and summarized herein. As part of the biological assessment, ELMT conducted a background data search for information on plant and wildlife species known occurrences within the vicinity of the Project Site. The data review included biological text on general and specific biological resources, and resources considered to be sensitive by various wildlife agencies, local government agencies and interest groups. A field survey of the Project Site was conducted on November 7th, 2023. The field survey included an evaluation of the surrounding habitats and a focused habitat assessment for species identified in the background data search.

Vegetation

Due to existing land uses, no native plant communities or natural communities of special concern were observed on or adjacent to the Project Site. The site consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances and was historically used for agricultural land uses. The Project Site is no longer used for agricultural activities but has been subjected to on-going weed abatement activities and additional disturbance associated with surrounding development. These disturbances have eliminated the natural plant communities that were once present on and surrounding the Project Site.

The Project Site supports one plant community: non-native grassland. In addition, the site supports one land cover type that would be classified as disturbed. The majority of the site supports a non-native grassland dominated. This plant community is by non-native grasses such as bromes (*Bromus* spp.), Mediterranean grass *(Schismus barbatus*), and oats (*Avena* spp.). Additional species observed in the nonnative grassland include prickly lettuce (*Lactuca serriola*), Russian thistle (*Salsola tragus*), Mediterannean mustard (*Hirschfeldia incana*), sandmat (*Euphorbia* sp.), common sandaster (*Corethrogyne filaginifolia*), vinegarweed (*Trichostema lanceolatum*), telegraph weed (*Heterotheca grandiflora*), and small wire lettuce (*Stephanomeria exigua*). A single coast live oak (*Quercus agrifolia*) is also present. In addition, the southwest corner of the site supports remnant ornamental species associated with historic agriculture activities and former on-site development; these include gum tree (*Eucalyptus* sp.), oleander (*Nerium oleander*), tree of heaven (*Ailanthus altissima*), and pine (*Pinus* sp).

The western and southern boundaries of the project site support disturbed land that is routinely impacted by vehicle access and parking. These areas are minimally vegetated or support weedy/early successional species adapted to routine disturbances. Plant species observed in disturbed portions of the site include Russian thistle, Mediterranean mustard, and telegraph weed.

Wildlife

During the field survey no fish or amphibians were observed because of a lack of suitable habitat on the Project Site. Common reptilian species that could be expected to occur on-site include the Great Basin fence lizard (*Sceloporus occidentalis longipes*) and common sideblotched lizard (*Uta stansburiana elegans*). Bird species detected during the field investigation include house finch (*Haemorhouse mexicanus*), mourning dove (*Zenaida*

macroura), red-tailed hawk (*Buteo jamaicensis*), Cassin's kingbird (*Tyrannus vociferans*), and killdeer (*Charadrius vociferans*). The only mammalian species detected during the field investigation was pocket gopher (*Thomomys bottae*). Common mammalian species that could be expected to occur include coyote (*Canis latrans*), possum (*Didelphis virginiana*), and raccoon (*Procyon lotor*). Due to the nature and frequency of routine anthropogenic disturbances associated with adjacent roadways and development, no bats are expected to roost in on-site trees.

Nesting Birds and Raptors

No active nests or birds displaying nesting behavior were observed during the field survey, which was conducted during breeding season. Although subjected to routine disturbance, the ornamental vegetation found on-site has 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. Additionally, the disturbed portions of the site have to potential to support ground-nesting birds such as killdeer. No raptors are expected to nest on-site due to lack of suitable nesting opportunities.

Nesting birds are protected pursuant to the 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 of migratory birds (generally February 1st and August 31st although the nesting season may be extended due to weather and/or drought conditions), a pre-construction clearance survey for nesting birds should be conducted within three days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds would be disturbed during construction. This recommendation is implemented through the following mitigation measure.

Mitigation Measure BR-1: Preconstruction Survey for Nesting Birds

In order to avoid violation of the Migratory Bird Treaty Act and the California Fish and Game Code, 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, a preactivity field survey shall be conducted by a qualified biologist prior to the issuance of grading permits to determine if active nests of species protected by the Migratory Bird Treaty Act or the California Fish and Game Code are present in the construction zone.

If active nests are not located within the Project Site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, the biologist shall immediately establish a

conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The biologist shall monitor the nest at the onset of project activities, and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the biologist determines that such project activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The onsite qualified biologist will review and verify compliance with these nesting avoidance buffers and will 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 for mitigation monitoring compliance record keeping.

Crotch's Bumble Bee

The flight period for Crotch's bumble bee queens in California is from late February to late October. Their flight period peaks in early April and there is a second pulse in July. The flight period for workers and males in California is from late March through September; worker and male abundance peak in early July. Suitable Crotch's bumble bee habitat includes areas of grasslands and upland scrub that contain requisite habitat elements, such as small mammal burrows. Crotch's bumble bees primarily nest in late February through late October underground in abandoned small mammal burrows, but may also nest under perennial bunch grasses, thatched annual grasses, or brush piles or in old bird nests and dead trees or hollow logs. Overwintering sites utilized by Crotch's bumble bee mated queens include soft, disturbed soil, or under leaf litter or other debris. A literature review identified four historic and once recent occurrence of this species within five miles of the Project Site. The most recent occurrence was documented in 2020 approximately five miles northwest of the Project Site (OCC #215). The nearest occurrence was documented in 1973 (OCC #214) approximately two miles northwest of the Project Site. Due to the presence of suitable burrowing habitat (e.g., California ground squirrel burrows and pockets of friable soils), the presence of nectar resources, and recent and historic California Natural Diversity Database occurrences within five miles of the Project Site, Crotch's bumble bee was determined to have a moderate potential to occur.

Crotch's bumble bee is a state Candidate Endangered species and, therefore, it is afforded all the protections as though it were listed under the California Endangered Species Act. As discussed above, there is moderate potential for the Crotch's bumble bee to occur at sometime within the Project Site. If Crotch's bumble bee are found within the Project Site prior to the start of construction, direct impacts may occur in the form of ground disturbance, habitat loss, and mortality and indirect impacts from construction vibrations. In order to avoid potentially significant impacts to Crotch's bumble bee, Mitigation Measure BR-2 would be implemented, which requires that preconstruction surveys for Crotch's bumble bee be completed prior to construction activities in accordance with the California Department of Fish and Wildlife's Survey Considerations for California Endangered Species Act Candidate Bumble Bee Species and implementation of measures

in the event Crotch's bumble bees are detected. This recommendation is implemented through the following mitigation measure.

Mitigation Measure BR-2: Preconstruction Surveys for Crotch's Bumble Bee

If the Crotch's bumble bee is no longer a Candidate or formally Listed species under the California Endangered Species Act at the time ground-disturbing activities occur, then no additional protection measures are proposed for the species.

If the Crotch's bumble bee is legally protected under the California Endangered Species Act as a Candidate or Listed species at the time ground-disturbing activities are scheduled to begin, preconstruction surveys shall be conducted in accordance with the California Department of Fish and Wildlife (CDFW) Survey Considerations for California Endangered Species Act Candidate Bumble Bee Species (2023) the season immediately prior to Project implementation. A minimum of three Crotch's bumble bee preconstruction surveys shall be conducted at two- to four-week intervals during the colony active period (April through August) when Crotch's bumble bee is most likely to be detected. Non-lethal, photo voucher surveys shall be completed by a biologist who holds a Memorandum of Understanding to capture and handle Crotch's bumble bee (if nesting and chilling protocol is to be utilized) or by a California Department of Fish and Wildlife-approved biologist experienced in identifying native bumble bee species (if surveys are restricted to visual surveys that will provide high-resolution photo documentation for species verification). The surveyor shall walk through all areas of suitable habitat focusing on areas with floral resources. Surveys shall be completed at a minimum of one person-hour of searching per three acres of suitable habitat during suitable weather conditions (sustained winds less than eight miles per hour, mostly sunny to full sun, temperatures between 65 and 90 degrees Fahrenheit) at an appropriate time of day for detection (at least an hour after sunrise and at least two hours before sunset, though ideally between 9:00 AM and 1:00 PM).

If Crotch's bumble bees are detected, the CDFW shall be notified by the Project biologist as further coordination may be required to avoid or mitigate certain impacts. At a minimum, two nesting surveys shall be conducted with focus on detecting active nesting colonies within one week and 24 hours immediately prior to ground disturbing activities that are scheduled to occur during the flight season (February through October). If an active Crotch's bumble bee nest is detected, an appropriately sized no disturbance buffer zone (including foraging resources and flight corridors essential for supporting the colony) shall be established around the nest to reduce the risk of disturbance or accidental take and the designated biologist shall coordinate with the CDFW to determine if an Incidental Take Permit under Section 2081 of the California Endangered Species Act will be required. Nest avoidance buffers may be removed at the completion of the flight season and/or once the qualified biologist deems the nesting colony is no longer active. If no nests are found but the species is present, a full-time qualified biological monitor who is experienced in surveying for and identifying the species shall be present during vegetation or ground disturbing activities that are scheduled to occur during the queen flight period (February through March), colony

active period (March through September), and/or gyne flight period (September through October). Because bumble bees move nest sites each year, two pre-construction nesting surveys shall be required during each subsequent year of construction, regardless of the previous year's findings, whenever vegetation and ground disturbing activities are scheduled to occur during the flight season if nesting and foraging habitat is still present or has re-established.

Special-Status Plants

According to the California Natural Diversity Database and the California Native Plant Society Electronic Inventory of Rare and Endangered Vascular Plants of California, Calflora Database, 17 special-status plant species have been recorded in the Romoland quadrangle (refer to Attachment D). One special-status plant species, paniculate tarplant, was observed within the Project Site during the field investigation. It was further determined that the Project Site does not have potential to support any of the other special-status plant species known to occur in the vicinity and all are presumed to be absent.

Paniculate tarplant is neither federally nor state listed as endangered or threatened. It is listed as a California Native Plant Society Rare Plant Rank 4.2 species and is a covered species under the MSHCP. Several individuals of this species were observed in the western portion of the site near areas subject to routine weed abatement activities. The western portion of the Project Site occurs near open space to the east which provides more suitable habitat for this species, which is well-adapted to routine disturbance and often establishes in recently disturbed areas in Western Riverside County. Due to the lack of a formal listing status and coverage under the MSHCP, no further surveys or mitigation related to paniculate tarplant are recommended.

Special-Status Wildlife

According to the California Natural Diversity Database, 52 special-status wildlife species have been reported in the Romoland quadrangle. No special-status wildlife species were observed within the Project Site during the field investigation. Based on the habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the Project Site has a low potential to support Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), and California horned lark (*Eremophila alpestris actia*). All remaining special-status wildlife species were presumed to be absent from the Project Site.

To ensure that potential impacts to Coopers' hawk, sharp-shinned hawk, and California horned lark occur from implementation of the Proposed Project, a pre-construction nesting bird clearance survey should be conducted prior to ground disturbance. This recommendation is implemented through Mitigation Measure BR-1. With implementation of Mitigation Measure BR-1, potential impacts to Coopers' hawk, sharp-shinned hawk, and California horned lark would be less than significant.

Special-Status Plant Communities

The California Natural Diversity Database lists two special-status habitats as being identified within the Romoland quadrangle: Southern Coast Live Oak Riparian Forest, and Southern Cottonwood Willow Riparian Forest. No special-status plant communities occur within the boundaries of the Project Site.

Critical Habitat

Under the federal Endangered Species Act, "Critical Habitat" is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals or the species are present or not. All federal agencies are required to consult with the United States Fish and Wildlife Service (USFWS) regarding activities they authorize, fund, or permit which may affect a federally listed species or its designated Critical Habitat. The purpose of the consultation is to ensure that projects will not jeopardize the continued existence of the listed species or adversely modify or destroy its designated Critical Habitat. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing is on federal lands, uses federal funds, or requires federal authorization or permits (e.g., funding from the Federal Highways Administration or a Clean Water Act Permit from the United States Army Corps of Engineers). If there is a federal nexus, then the federal agency that is responsible for providing the funding or permit would consult with the USFWS.

The Project Site is not located with federally designated Critical Habitat. The nearest designated Critical Habitat is located approximately 1.56 miles northwest of the site for spreading navarretia (*Navarretia fossalis*) and thread-leaved brodiea (*Brodiaea filifolia*) along the San Jacinto River. Therefore, no loss or adverse modification of Critical Habitat would not occur as a result of the Proposed Project and consultation with the USFWS would not be required for implementation of the Proposed Project.

In summary, potential impacts to any species identified as a candidate, sensitive, or special status species would be considered less than significant with the implementation of Mitigation Measures BR-1 and BR-2.

b) **No Impact.** According to the Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, the Project Site does not support riparian habitat or, as discussed above, a sensitive natural community. Development of the Project Site as proposed would not result in impacts to riparian vegetation or to a sensitive natural community because these resources do not occur within the Project Site or within the area of Project impacts. Therefore, no impact would occur and no mitigation measures are required.

c) **No Impact.** Aerial photography was reviewed prior to conducting a field investigation in order to locate and inspect any potential natural drainage features, ponded areas, or water bodies that may fall under the jurisdiction of the United States Army Corps of Engineers,

Regional Water Quality Control Board, or CDFW. In general, surface drainage features indicated as blue-line streams on USGS maps that are observed or expected to exhibit evidence of flow are considered potential riparian/riverine habitat and are also subject to state and federal regulatory jurisdiction. In addition, ELMT reviewed jurisdictional waters information through examining historical aerial photographs to gain an understanding of the impact of land-use on natural drainage patterns in the area. The USFWS National Wetland Inventory and U.S. Environmental Protection Agency Water Program "My Waters" data layers were also reviewed to determine whether any hydrologic features and wetland areas have been documented w or within the vicinity of the Project Site. Therefore, no impact would occur and no mitigation measures are required.

d) **No Impact.** Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources. The Project Site has not been identified as occurring in a wildlife corridor or linkage. The Proposed Project would be confined to existing areas that have been heavily disturbed and are isolated from regional wildlife corridors and linkages. In addition, 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 would not impact wildlife movement opportunities. No potential impacts to wildlife corridors or linkages are expected to occur.

e) **No Impact**. As discussed above, A single coast live oak and remnant ornamental species including gum tree, oleander, tree of heaven and pine associated with historic agriculture activities and former on-site development are present at the Project Site. Perris Municipal Code Section 19.71.050, Tree Protection, provides protection for qualified trees. Protected trees include, but are not limited to, city trees, heritage trees, specimen trees, and trees required by ordinance and/or as a condition of approval for development. Per Section 19.71.080, Permit Requirements, no person, firm, corporation, public agency, or political subdivision shall remove or severely trim any tree planted in the right-of-way of any city street or on city property without first obtaining a permit from the director of public works to do so. The trees within the Project Site do not qualify as protected trees under the City's Municipal Code. Therefore, no impact would occur and no mitigation measures are required.

f) **Less than Significant with Mitigation Incorporated**.

Western Riverside County MSHCP

The Project Site is located within the Mead Valley Area Plan of the MSHCP but are not located within any Criteria Cells or MSHCP Conservation Areas. Additionally, the Project

Site is only located within the designated survey area for burrowing owl as depicted in Figures 6-4 within Section 6.3.2 of the MSHCP.

Since the City is a permittee under the MSHCP and, while the Proposed Project is not specifically identified as a Covered Activity under Section 7.1 of the MSHCP, public and private development that are outside of Criteria Areas and Public/Quasi-Public Lands are permitted under the MSHCP, subject to consistency with MSHCP policies that apply to area outside of Criteria Areas. As such, to achieve coverage, the project must be consistent with the following policies of the MSHCP:

- The policies for the protection of species associated with Riparian/Riverine areas and vernal pools as set forth in Section 6.1.2 of the MSHCP;
- The policies for the protection of Narrow Endemic Plant Species as set forth in Section 6.1.3 of the MSHCP;
- The requirements for conducting additional surveys as set forth in Section 6.3.2 of the MSHCP;
- Guidelines pertaining to the Urban/Wildlands Interface intended to address indirect effects associated with locating Development in proximity to the MSHCP Conservation Area as detailed in Section 6.1.4 of the MSHCP.

According to the Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, the Project Site does not support vernal pools or suitable fairy shrimp habitat occurring within the proposed project site. Therefore, the Project would be consistent with Section 6.1.2 of the MSHCP. The Project Site does not provide suitable habitat for any of the Narrow Endemic Plant Species listed under Section 6.1.3 of the MSHCP, and, therefore, the Project would consistent with Section 6.1.3 of the MSHCP.

In accordance with Section 6.3.2 of the MSHCP, Additional Survey Needs and Procedures, additional surveys may be needed for certain species in order to achieve coverage for these species. The Project Site is located within the designated survey area for burrowing owl as depicted in Figure 6-4 within Section 6.3.2 of the MSHCP.

Burrowing owl is currently designated as a California Species of Special Concern. The burrowing owl is a grassland specialist distributed throughout western North America where it occupies open areas with short vegetation and bare ground within shrub, desert, and grassland environments. Burrowing owls use a wide variety of arid and semi-arid environments with level to gently-sloping areas characterized by open vegetation and bare ground. The western burrowing owl (*A.c. hypugaea*), which occurs throughout the western United States including California, rarely digs its own burrows and is instead dependent upon the presence of burrowing mammals (i.e., California ground squirrels, coyotes, and badgers) whose burrows are often used for roosting and nesting. The presence or absence of colonial mammal burrows is often a major factor that limits the presence or absence of burrowing owls. Where mammal burrows are scarce, burrowing owls have been found occupying man-made cavities, such as buried and non-functioning drain pipes, stand-pipes,

and dry culverts. They also require low growth or open vegetation allowing line-of-sight observation of the surrounding habitat to forage and watch for predators. In California, the burrowing owl breeding season extends from the beginning of February through the end of August.

Despite a systematic search of the Project Site, no burrowing owls or sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. Portions of the Project Site are vegetated with a variety of low-growing plant species that allow for minimal line-of-sight observation favored by burrowing owls. However, no small mammal burrows that have the potential to provide suitable burrowing owl nesting habitat (>4 inches in diameter) were observed within the boundaries of the site. Additionally, the site supports and is bordered by tall trees and power poles that provide perching opportunities for large raptors (i.e., red-tailed hawk) that can prey on burrowing owls. Being that no appropriate burrows or burrowing owl habitat was found, MSHCP Part B-Focused Burrowing Owl surveys are not required. Therefore, the Proposed Project would be consistent with Section 6.3.2.

Out of an abundance of caution, a 30-day pre-construction survey for burrowing owls should be conducted prior to initial ground-disturbing activities (e.g. vegetation clearing, clearing and grubbing, tree removal, site watering) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the Project Site prior to the initiation of ground-disturbing activities, the Project proponent would immediately inform the Wildlife Agencies and the Regional Conservation Authority (RCA) and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey would again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrow owl is found, the same coordination described above would be necessary. These recommendations are incorporated in the following mitigation measure:

Mitigation Measure BR-3: Burrowing Owl Preconstruction Survey:

A pre-construction survey for resident burrowing owl shall be conducted by a qualified biologist within 30 days prior to commencement of grading and construction activities at the Project Site. The survey shall include the Project Site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City prior to obtaining a grading permit. In addition, if burrowing owls are observed during the nesting bird survey required by Mitigation Measure BR-1, to be conducted within three days of ground disturbance or vegetation clearance the observation shall be reported to the CDFW and RCA. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the preconstruction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity would be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP.

If burrowing owls are detected, the CDFW and RCA shall be sent written notification within three days of detection of burrowing owls. If active nests are identified during the preconstruction survey, the nests shall be avoided and the qualified biologist and Project proponent shall coordinate with the City of Perris Planning Department, the USFWS, the CDFW, and the RCA to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW, USFWS, and RCA 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, USFWS, and RCA review and concurrence. A final letter report shall be prepared by a qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW and RCA prior to the start of Project activities. When the qualified biologist determines that burrowing owls are no longer occupying the Project Site per the criteria in the Burrowing Owl Plan, Project activities may begin.

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

Section 6.1.4 of the MSHCP, Guidelines Pertaining to Urban/Wildlands Interface, is intended to address indirect effects associated with development in proximity to MSHCP Conservation Areas. The Urban/Wildlife Interface Guidelines are intended to ensure that indirect project-related impacts to the MSHCP Conservation Area, including drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development, are avoided or minimized. The Project Site is not located within or immediately adjacent to any Criteria Cells, corridors, or linkages. The urban/Wildlands Interface Guidelines do not apply to this Project, and, therefore, the Proposed Project would be consistent with Section 6.1.4 of the MSHCP.

In summary, potential impacts regarding consistency with the MSHCP would be considered less than significant with the implementation of Mitigation Measure BR-3.

Stephen's Kangaroo Rat Conservation Plan

Separate from the consistency review against the policies of the MSHCP, Riverside County established a boundary in 1996 for protecting the Stephens' kangaroo rat (*Dipodomys stephensi*), a federally endangered and state threatened species. The Stephens' kangaroo rat is protected under the Stephens' Kangaroo Rat Habitat Conservation Plan (County

Ordinance No. 663.10; SKR HCP). As described in the MSHCP Implementation Agreement, a Section 10(a) Permit, and California Fish and Game Code Section 2081 Management Authorization were issued to the Riverside County Habitat Conservation Agency for the Long-Term Stephens' Kangaroo Rat Habitat Conservation Plan and was approved by the USFWS and CDFW in August 1990. Relevant terms of the Stephens' Kangaroo Rat Habitat Conservation Plan have been incorporated into the MSHCP and its Implementation Agreement. The Stephens' Kangaroo Rat Habitat Conservation Plan will continue to be implemented as a separate habitat conservation plan; however, to provide the greatest conservation for the largest number of Covered Species, the Core Reserves established by the Stephens' Kangaroo Rat Habitat Conservation Plan are managed as part of the MSHCP Conservation Area consistent with the Stephens' Kangaroo Rat Habitat Conservation Plan. Actions shall not be taken as part of the implementation of the Stephens' Kangaroo Rat Habitat Conservation Plan that will significantly affect other Covered Species. Take of Stephens' kangaroo rat outside of the boundaries but within the MSHCP area is authorized under the MSHCP and the associated permits.

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

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Would the project				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

a/b) **Less than Significant with Mitigation Incorporated.** A Cultural Resources Study was prepared for the Project Site on August 23, 2021, by Red Tail Environmental (Red Tail) (see Appendix C for report). which is summarized herein. The study consisted of a review of relevant site records and reports on file with the Eastern Information Center (EIC) of the California Historical Resources Information System at University of California, Riverside, a pedestrian survey of the Project Site by an archaeologist, and a review of the Sacred Lands File held by the Native American Heritage Commission.

Methods used to assess the presence or absence of cultural resources within the Project Site included a search of existing records, archival research, and an intensive pedestrian field survey. The records search was conducted at the Eastern Information Center on July 19, 2021. The search included the Project Site and a radius of one-half mile around it. A records search of the Sacred Lands File held by the Native American Heritage Commission was requested on June 2, 2021. Historic aerial photographs and maps, provided by historicaerials.com of the Project Site were examined.

The field survey was conducted on August 13, 2021. Field methods consisted of a pedestrian survey of the Project Site by the archaeologist in transects spaced at 10-m intervals. The Project Site was photographed, and all visible soils were examined for cultural resources. Upon discovery of an artifact or feature, the crew halted while the person who made the discovery scouted the area to determine whether the item was isolated, associated with only a few other items, or part of a larger site deposit. Any isolates and sites were recorded during sweeps. Archaeological isolates were distinguished from sites on the basis that isolates consist of three or fewer artifacts within a 50-meter radius. All sites and isolated locations were recorded in Universal Transverse Mercator coordinates using handheld GPS units with sub-meter accuracy. Sites were plotted on Proposed Project maps using NAD 83 Universal Transverse Mercator feet coordinates. Site information was recorded on State of California Department of Parks and Recreation (DPR) 523 series forms. While the process of site documentation varied slightly depending on what kinds of artifacts and features were identified, at all sites the spatial boundaries were delineated, site maps were drawn, artifacts were plotted, artifact inventories were completed, and material types were noted.

The Project Site was mostly level and is bordered by a large undeveloped field to the north, northeast, and east. The large field bordering the Project Site appeared to have recently been disked, although the Project Site did not appear to have been altered. The Project Site was covered in moderately dense annual grasses with several larger trees and bushes located along the south parcel edge, adjacent to an existing utility pole and street light pole. An alignment of chain-link fence was also present within the central portion of the property, proceeding north from an existing utility pole for approximately 35 feet. Ground visibility was limited due to the moderately dense undergrowth to between 15 percent and 25 percent. Sediments, when observed, consisted of brown and light brown silty sands. No bedrock outcroppings were present.

No prehistoric or historic-era cultural resources were observed. One small concrete foundation was present within the southern portion of the Project Site, located just north of a large bush/tree. The foundation measured approximately 7 feet by 10 feet. The foundation contained a border composed of lumber measuring approximately 4 inches wide. The wood frame was in moderate to good condition, showing few signs of decomposition. The cement composing the foundation appeared to contain little aggregate, suggesting that the foundation was constructed within the modern era. Several small push piles were present upon the property, each containing a mix of dumped modern era building debris, including concrete pipe fragments, discarded concrete footings, and consumer refuse.

There are no structures and no known historical artifacts within the Project Site. The pedestrian archaeological survey of the Project Site did not encounter any previously unrecorded cultural resources or historic properties. However, correspondence received from the Pechanga Band of Indians indicated that sensitive cultural resources were present within one mile of the Project Site. In addition, there is the potential that currently unknown historic and/or archaeological resources could be unearthed during the development of the Proposed Project. Therefore, due to the potential for previously unrecorded buried resources within the Project Site, cultural resource monitoring is recommended.

Mitigation Measure CR-1: Archaeological Monitoring Program:

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 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 Soboba Band of Luiseño Indians or the Pechanga Band of Indians for a Native American tribal representative (observer/monitor) to work along with the consulting archaeologist. This tribal representative will assist in the identification of Native American resources and will act as a representative between the City, the Project proponent/developer, and Native American Tribal Cultural Resources Department. The Native American tribal representative 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 Project proponent/developer and the Native American tribe shall include, but not be limited to:

- An agreement that artifacts will be reburied on-site and in an area of permanent protection;
- Reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist;
- Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and
- The project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

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

In the event that archaeological resources are discovered at the Project Site or within the off-site Project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner will 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 will 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 will 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 will be undertaking in a manner that avoids destruction or other adverse impacts.

Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement.

Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner.

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

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

Therefore, potential impacts would be reduced to a less than significant level with the implementation of Mitigation Measure CR-1.

c) **Less than Significant with Mitigation.** No human remains were encountered during the Red Tail Environmental pedestrian survey. However, the discovery of unknown human remains is always a possibility during ground-disturbing activities. Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is recommended to address this potential impact.

Mitigation Measure CR-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 Native American Heritage Commission, which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Native American tribal representative(s) at the site, the Native American Heritage Commission'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 Native American Heritage Commission will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)).

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

Potential impacts would be reduced to a less than significant level with the implementation of Mitigation Measure CR-2.

VI. ENERGY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

a) **Less than Significant Impact.**

Electricity: Southern California Edison (SCE) currently provides electrical service to the Project area. The Project Site's use is currently vacant. Using CalEEMod default values, the demand for electricity associated with the Proposed Project would be for the operation of a convenience store, drive-thru car wash, and fueling stations. In 2022, the Commercial Building sector of the Southern California Edison planning area consumed 36,069.383021 gigawatt hours of electricity.[5] Based on the 2022 CalEEMod emission output tables, the estimated electricity demand for the Proposed Project operations is approximately 0.071855 gigawatt hours, which would account for approximately 0.001992 percent of the total electricity consumption of the SCE Planning Area per year (see Appendix A). The existing SCE electrical facilities have the capacity to meet this increased demand. The increase in electricity demand from the Proposed Project is insignificant compared to the projected electricity demand for SCE's entire service area and SCE's 2022 Commercial

[5] https://ecdms.energy.ca.gov/Default.aspx Accessed March 25, 2024.

Building demand. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of natural gas resources, during Project construction or operation and no mitigation measures are required.

Natural Gas: The Project Site would be serviced by the Southern California Gas Company (SoCalGas). The Project Site is currently vacant and has no demand for natural gas. Consequently, development of the Proposed Project would create a permanent increase in demand for natural gas during operations; using CalEEMod default values, no natural gas would be used during construction. In 2022, according to the California Energy Commission, the natural gas consumption of the SoCalGas planning area Commercial Building for the Proposed Project is 894.453260 million therms per year of natural gas.[6] Based on the CalEEMod emission output tables for the Proposed Project, the estimated operational natural gas demand for the Proposed Project is approximately 0.0.0000002 percent of the total natural gas consumption and it would represent an insignificant percentage to the overall demand in SoCalGas's service area. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of natural gas resources, during Project construction or operation and no mitigation measures are required.

Fuel

Construction Activities

During construction of the Proposed Project, transportation energy consumption is dependent on the type of vehicles used, number of vehicle trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Temporary transportation fuel use such as gasoline and diesel during construction would result from the use of delivery vehicles and trucks, construction equipment, and construction employee vehicles. Additionally, most construction equipment during grading would be powered by gas or diesel. Based on output from CalEEMod, the Proposed Project construction activities would consume an estimated 8,635.52 gallons of diesel fuel for operation of heavy-duty equipment. Tables 5 and 6 show the modeled fuel consumption for all construction activities. All construction worker trips are assumed to be from light duty autos and trucks.

As shown in Table 6, all construction worker trips are derived from light duty vehicles, and it is estimated that approximately 5,479.5458 gallons of fuel would be consumed. The fuel consumption from construction vendor (material delivery) trips is anticipated to utilize 3,694.05 gallons.

[6] California Energy Commission. California Energy Consumption Database.

Table 5
Construction Equipment Fuel Consumption Estimates

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Total Fuel Consumption (gal Diesel fuel)[1]
Demolition	20	Concrete/Industrial Saws	1	8	33	.73	226.64
Demolition	20	Rubber Tired Dozer	1	1	367	0.4	155.31
Demolition	20	Tractors/Loaders/Backhoes	3	8	84	0.37	877.20
Site Preparation	2	Graders	1	8	148	0.41	51.36
	2	Tractors/Loaders/Backhoes	1	8	84	0.37	29.24
Grading	4	Graders	1	8	148	0.41	102.72
	4	Rubber Tired Dozer	1	8	367	0.4	248.50
	4	Tractors/Loaders/Backhoes	2	7	84	.37	102.34
Building Construction	200	Cranes	1	6	367	0.29	6,756.18
	200	Forklifts	1	6	82	0.2	1,157.18
	200	Tractors/Loaders/Backhoes	1	6	84	0.37	2,193.00
Paving	10	Cement and Motor Mixers	1	6	10	0.56	19.76
	10	Pavers	1	6	81	0.42	120.02
	10	Rollers	1	7	36	0.38	56.31
	10	Tractors/Loaders/Backhoes	1	8	84	0.37	146.20
Architectural Coating	10		1	6	37	0.48	62.66
Total Fuel Used							18,106.82

Source: CalEEMod 2022 output-based construction schedule

Table 6
Construction Trips Fuel Consumption Estimates

Worker Trips				
Phase	**Number of Days**	**Worker Trips/Day**	**Trip Length (miles)**	**Fuel Used (gallons)[1]**
Demolition	20	12.5	18.5	192.71
Site Preparation	2	7.5	18.5	11.56
Grading	4	10	18.5	30.83
Building Construction	200	34.3	18.5	5287.92
Paving	10	12.5	18.5	96.35
Architectural Coating	10	6.86	18.5	52.88
Total Construction Worker Fuel Consumption				**5,479.5458**
Vendor Trips				
Phase	**Number of Days**	**Worker Trips/Day**	**Trip Length (miles)**	**Fuel Used (gallons)**
Building Construction	200	13.4	10.2	3,694.05
Total Construction Vendor Fuel Consumption				**3,694.05**

Source: Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2022 defaults.

United States Department of Transportation, Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018. Available at: https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntentire2018q4.pdf.

Operational Activities

During operations of the Proposed Project, fuel consumption would result from employee vehicle trips and people using the drive-thru carwash, gas station, and the commercial store. As a worst-case analysis, half the miles were modeled with an automobile fuel efficiency of 24 miles per gallon and half were modeled at 7 miles per gallon. As shown on Table 7, the Proposed Project would result in an estimated 598,644.3 gallons of fuel consumption per year based on 5,293,276 miles driven[7].

Table 7
Operational Trips

Use	Annual Miles	MPG	Total Gallons
Beyond Food Mart	529,3276.0	24	220,553.2
Beyond Food Mart	529,3276.0	7	378,091.1
		Grand Total	598,644.3

As shown in Table 7, during the operation of the Proposed Project, fuel consumption would result from operational vehicle trips. Project VMT were modeled with automobile fuel efficiencies throughout the operation of the Proposed Project, analyzing vehicles with fuel consumption rates at a worst-case scenario setting. As a result, the Proposed Project would be anticipated to utilize approximately 598,644.3 gallons of fuel per year based on the project's future use, 5,293,276.0 miles driven annually[8].

Trip generation and vehicle miles traveled (VMT) generated by the Proposed Project were considered less than significant. The Proposed Project does not include uses or operations that would inherently result in excessive or wasteful vehicle trips and VMT or associated wasteful vehicle energy consumption. It is not expected to result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. Therefore, the Proposed Project would not result in wasteful, inefficient, or unnecessary consumption of fuel resources used for transportation.

b) **No Impact.** Multiple state agencies, including CARB, the California Energy Commission, the California Public Utilities Commission, CalRecycle, the California Department of Transportation (Caltrans), and the Department of Water Resources have developed regulatory and incentive programs that promote energy efficiency. Many of the measures are generally beyond the ability of any future development to implement and are implemented by utility providers or manufacturers.

The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. No impact would occur and no mitigation measures are recommended.

[7] CalEEMod 2022. 5.9 Operational Mobile Sources.
[8] CalEEMod 2022

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

a)

i. **No Impact.** A Preliminary Geotechnical Engineering Report dated September 14, 2022, was completed by NTS Geotechnical for the Proposed Project (Appendix D) and is summarized herein. The Project Site is not located within the Alquist-Priolo Earthquake Fault zone, and no known active faults are shown on the reviewed geologic maps crossing the site. Therefore, no impact would occur and no mitigation measures are required.

ii. **Less Than Significant Impact.** According to the Geotechnical Engineering Report, the Project Site occurs within a seismically active region; however, no major faults are located within the City of Perris. The nearest identified seismic and geologic hazards to the Project Site is the Elsinore Fault, which is located approximately 9.6 miles southwest of the Project Site. During the Project's life, moderate to strong ground seismic shaking may occur. Construction of all structures would be required to comply with the 2022 California Building Code to ensure that potential impacts from seismic events are reduced to the extent possible. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

iii. **Less Than Significant Impact.** Liquefaction is a phenomenon in which cohesion-less, saturated, fine-grained sand and silt soils lose shear strength and exhibit fluid-like flow behaviors due to seismic-related ground failure. According to the Preliminary Geotechnical Engineering Report, borings were drilled to a maximum depth of approximately 50 feet. Based on the review of the County of Riverside Map My County website, the site is generalized to be within a low liquefaction susceptibility zone. Additionally, based on the lack of shallow groundwater encountered during drilling, the dense nature of the subsurface soil, and the relatively uniform soil stratum across the site, NTS Geotechnical's professional opinion is that the liquefaction potential at the site is low. Furthermore, the design of the proposed development would be in conformance with 2022 California Building Code provisions for earthquake design which is expected to provide mitigation of ground shaking hazards that are typical to southern California. The development of the Project would be required to be in accordance with the applicable requirements listed in the 2022 California Building Code and the building and construction requirements of the City of Perris. Therefore, less than significant impacts are anticipated and no mitigation measures are recommended.

iv. **No Impact.** The Preliminary Geotechnical Engineering Report states that the Project Site is relatively level with no landslides or related features underlie or are adjacent to the site. Due to the relatively level nature of the site and surrounding areas, the potential for landslides at the Project Site is considered negligible. Therefore, no impacts are anticipated and no mitigation measures are required.

b) **Less than Significant Impact.** During the development of the Project Site, which would include disturbance of approximately 2.5 acres, project-related dust may be generated due to the operation of construction equipment on-site or due to high winds. Additionally, erosion of soils could occur due to a storm event. Development of the Proposed Project

would disturb more than one acre of soil; therefore, the Proposed Project would be subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) to avoid and minimize soil erosion. Adherence to BMPs is anticipated to ensure that the Proposed Project does not result in substantial soil erosion or the loss of topsoil. No significant adverse impacts are anticipated and no mitigation measures are required.

c) **Less than Significant Impact.** As discussed above, the Project Site is generalized to be within a low liquefaction susceptibility zone and the potential for landslides at the Project Site is considered negligible. The development of the Project would be required to be in accordance with the applicable requirements listed in the 2022 California Building Code and the building and construction requirements of the City of Perris. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

d) **Less than Significant Impact.** Expansive soils (shrink-swell) are fine grained clay soils generally found in historical floodplains and lakes. Expansive soils are subject to swelling and shrinkage in relation to the amount of moisture present in the soil. According to the United States Department of Agriculture: Web Survey, the Project Site consist of Madera fine sandy loam (accessed 2/05/2024). The Department of Agriculture states that Madera fine sandy loam is characterized as well or moderately well drained; medium to very slow runoff; very slow permeability. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

e) **No Impact.** The Proposed Project would connect to existing sewer lines along Ethanac Road. The Proposed Project does not include the construction or use of septic tanks or alternative wastewater disposal systems. No impact would occur and no mitigation measures are required.

f) **Less Than Significant with Mitigation Incorporated.** The City of Perris General Plan Conservation Element (City of Perris, 2005) divides the City into five areas based on their paleontological potential. The Project Site is mapped within Paleontological Sensitivity Area #2, which is an area of high sensitivity with Pleistocene older fan deposits. Conservation Element Policy IV.A requires that the City of Perris comply with state and federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources within the City. The three implementation measures for Policy IV.A require that all new construction involving grading require appropriate surveys and necessary site investigations in conjunction with the earliest environmental documents prepared for a project, that in specifically delineated areas shown on the City's paleontological sensitivity map that levels of paleontological monitoring will be required, from full-time monitoring to part-time monitoring in some less-sensitive areas. Finally, the General Plan requires that the City of Perris identify and collect previous surveys of

cultural resources, evaluate each resource, and consider preparation of a comprehensive citywide inventory of cultural resources including both prehistoric sites and man-made resources.

A Paleontological Resource Assessment dated August 23, 2021, was completed for the Proposed Project by Red Tail Environmental (Appendix E) and is summarized herein. Paleontological resources are the remains of prehistoric life that have been preserved in geologic strata. These remains are called fossils and include bones, shells, teeth, and plant remains (including their impressions, casts, and molds) in the sedimentary matrix, as well as trace fossils such as footprints and burrows. Fossils are considered older than 5,000 years of age, but may include younger remains (subfossils), for example, when viewed in the context of local extinction of the organism or habitat. Fossils are considered a nonrenewable resource under state and local guidelines. Research has confirmed the existence of potentially fossiliferous Pleistocene alluvial fan deposits mapped as underlying the Project Site, and the occurrence of terrestrial vertebrate fossils at shallow depths from Pleistocene older alluvial fan sediments across the Inland Empire and western Riverside County has been documented.

Conservation Element Implementation Measure IV.A.4 requires paleontological monitoring of all projects requiring subsurface excavations within Paleontological Sensitivity Areas 1 and 2. Therefore, due to the possible discovery and/or damage to undiscovered paleontological resources during Project construction, the following mitigation measure is required to reduce these potential impacts.

Mitigation Measure GS-1:

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 all 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.

Implementation of Mitigation Measure GS-1 would reduce potential impacts to paleontological resources to a less than significant level.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Would the project:				
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 purposes of reducing the emissions of greenhouse gases.	☐	☐	☒	☐

a) **Less than Significant Impact.** Global climate change is the change in the average weather of the earth that is measured by such things as alterations in temperature, wind patterns, storms, and precipitation. Current data shows that the recent period of warming is occurring more rapidly than past geological events. The consequences of global climate change include more frequent and severe weather, worsening air pollution by increasing ground level ozone, higher rates of plant and animal extinction, more acidic and oxygen depleted oceans, strain on food and water resources, and threats to densely populated coastal and low-lying areas from sea level rise.

Many gases make up the group of pollutants which contribute to global climate change. However, three gases are currently evaluated and represent the highest concentration of greenhouse gas emissions: carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O).

For greenhouse gas (GHG) emissions, there is not, at this time, one established, universally agreed-upon "threshold of significance" by which to measure an impact. While CARB published some draft thresholds in 2008, they were never adopted, and CARB recommended that local air districts and lead agencies adopt their own thresholds for GHG impacts. Threshold methodology and thresholds are still being developed and revised by air districts in California.

Instead, the determination of significance is governed by State CEQA Guidelines Section 15064.4, entitled "Determining the Significance of Impacts from Greenhouse Gas Emissions." State CEQA Guidelines Section 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 Section 15064.4, the GHG analysis for the Proposed 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 City of Perris has not adopted numerical significance thresholds for evaluating GHG emissions for new development projects. In accordance with CEQA guidance, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to assess the significance of a project's GHG emissions.

The City of Perris is located within the jurisdiction of the South Coast AQMD. To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, the South Coast AQMD convened a GHG CEQA Significance Threshold Working Group in 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 carbon dioxide equivalents ($MTCO_2e$) per year screening level threshold for stationary source/industrial projects for which the South Coast AQMD is the lead agency. The Working Group has continued to consider adoption of significance thresholds for projects where the SCAQMD is not the lead agency. The most recent proposal issued in September 2010 describes the following tiered approach for determining GHG impacts from various uses:

Tier 1 – If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant. If not, move to Tier 2.

Tier 2 – If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant. For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, move to Tier 3.

Tier 3 –If a project's emissions are under the screening thresholds, then the impact of the project is less than significant. The 10,000 $MTCO_2e$ per year threshold for industrial uses would be recommended for use by all lead agencies. The South Coast AQMD has presented two options that lead agencies could choose for non-industrial projects. Option #1 sets the thresholds for residential projects to 3,500 $MTCO_2e$ per year, commercial projects to

1,400 $MTCO_2e$ per year, and mixed-use projects to 3,000 $MTCO_2e$ per year. Option #2 sets a single numerical threshold for all non-industrial projects of 3,000 $MTCO_2e$ per year. 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 Assembly Bill 32 to reduce statewide GHG emissions by 2020 and 2035. The 2020 efficiency targets are 4.8 $MTCO_2e$ per year per service population for project level analyses and 6.6 $MTCO_2e$ per year per service population for plan level analyses. The 2035 targets that reduce emissions to 40 percent below 1990 levels are 3.0 $MTCO_2e$ per year per service population for project level analyses and 4.1 $MTCO_2e$ per year 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 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 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 $MTCO_2e$ 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 promulgated by the South Coast AQMD, the City of Perris has been using the South Coast AQMD's 10,000 $MTCO_2e$ per year threshold for industrial warehousing projects and the draft thresholds for non-industrial projects the purpose of evaluating the GHG impacts associated with proposed general development projects. Other lead agencies through the Basin have also been using these adopted and draft thresholds. Therefore, in accordance with the South Coast AQMD's thresholds for non-industrial land use types (i.e. Option 2), a threshold of 3,000 $MTCO_2e$ per year is utilized for the analysis herein.

The GHG emissions associated with the Proposed Project were estimated using CalEEMod version 2022.1.1.22 with construction anticipated to begin in late 2024 and be completed in early 2025. The CalEEMod defaults were used for other parameters which are used to estimate construction emissions, such as the worker and vendor trips and trip lengths. The operational mobile emissions were calculated using CalEEMod with the vehicle trip generation estimates from the Traffic Impact Analysis, dated February 26, 2024, prepared for the Proposed Project by Ganddini Group, Inc. It was determined that the Proposed

Project would generate approximately 3,187 total daily trips. The Trip Generation rates and fleet mix from the Traffic Impact Analysis were input into CalEEMod. The modeled emissions anticipated from the Project compared to the South Coast AQMD threshold are shown below in Table 8 and Table 9.

Table 8
Greenhouse Gas Construction Emissions
(Metric Tons per Year)

Source/Phase	CO_2	C	N_20	R[1]
2024 Annual Max	2,007	0.0	0.0	0.0
Total ($MTCO_2e$)	**2,007**			
Construction Amortized 30 Years	**66.9**			

Source: CalEEMod.2022.1 Annual Emissions.

Table 9
Greenhouse Gas Operational Emissions
(Metric Tons per Year)

Source/Phase	CO_2	CH_4	N_20	R[1]
Mobile	1,952	0.1	0.1	3.0
Area	1.6	0.0	0.0	-
Energy	11.3	0.0	0.0	-
Water	0.1	0.0	0.0	-
Waste	0.3	0.0	0.0	-
Refrigeration	-	-	-	0.3
Construction Amortized 30 Years	66.9			
Total ($MTCO_2e$)	**2,007**			
South Coast AQMD Threshold	**3,000**			
Significant	**No**			

Source: CalEEMod.2022.1 Annual Emissions.

As depicted in Tables 8 and 9, the Proposed Project would result in a net total of approximately 2,007 $MTCO_2e$ per year. The Proposed Project would not exceed the South Coast AQMD/City's threshold of 3,000 $MTCO_2e$ per year. Thus, the Proposed Project would not have the potential to result in a cumulatively considerable impact with respect to GHG emissions. A less than significant impact would occur and no mitigation is required.

b) **Less than Significant Impact.** There are numerous State plans, policies, and regulations adopted for the purpose of reducing GHG emissions. The principal overall State plan and policy is Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. SB 32 would require further reductions of 40 percent below 1990 levels by 2030. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the Low Carbon Fuel Standard, and regulations requiring an increasing fraction of electricity to be generated

from renewable sources, are being implemented at the statewide level; as such, compliance at the project level is not addressed. The Proposed Project would not conflict with statewide plans and regulations.

The City Perris adopted its Climate Action Plan (CAP) in 2016. The CAP was developed to address global climate change through the reduction of harmful greenhouse gas emissions. The CAP utilizes the Western Riverside County Council of Government's analysis of existing GHG reduction programs and policies that have already been implemented in the sub-region and of applicable best practices from other regions to assist in meeting the 2020 sub-regional reduction target. CAP measures represent the City's actions to achieve the GHG reduction targets of AB 32 for target year 2020. CAP measures include the following:

E-1 Energy Action Plan
T-1 Bicycle Infrastructure Improvements
T-2 Bicycle Parking
T-3 End of Trip Facilities
T-4 Transit Frequency Expansion
T-5 Traffic Signal Coordination
T-6 Density
T-7 Mixed Use Development
T-8 Design/Site Planning
T-9 Pedestrian Only Areas
T-10 Limited Parking Requirements for New Development
T-11 Voluntary Transportation Demand Management
T-12 Accelerated Bike Plan Implementation
SW-1 Yard Waste Collection
SW-2 Food Scrap and Paper Diversion

In accordance with City zoning regulations, the Project would support applicable measures by providing, bicycle parking and sidewalks. In addition, the Project would be constructed in accordance with the energy-efficiency standards, water reduction goals, and other standards required by the 2022 Title 24 Part 6 Building Energy Efficiency Standards and Part 11 (CALGreen) Building Standards. Therefore, the Project would not conflict with or obstruct implementation of the City CAP.

Therefore, no significant adverse impacts would occur and no mitigation measures are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Would the project:				
a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

a/b) **Less Than Significant Impact.** The Project Site is located in an area that has been historically undeveloped vacant land. The Project Site is currently an unpaved vacant lot. No pits, ponds, swamps, dry wells, or lagoons were observed on the subject property. During the survey for a Phase I Environmental Site Assessment (Appendix F) conducted for the Project Site (Phase I Environmental Site Assessment, Robin Environmental

Management dated October 19, 2023), there were no recognized environmental conditions found associated with the Project Site that would require disposal prior to development of the Proposed Project. Components of the Project that may involve potential impacts from hazardous materials include a fueling station that would include two underground storage tanks including a 27,000-gallon split tank that would store 12,000 gallons of E85 flex fuel and 15,000 gallons of unleaded fuel, and a 15,000-gallon split tank that would store 8,000 gallons of diesel fuel and 7,000 gallons of unleaded premium fuel.

The Project proponent would be required to file a Spill Contingency Plan with the County of Riverside Hazardous Materials Department and all operations of the fueling station and related underground storage tanks would be required to comply with all federal, state, and local laws regulating the management and use of hazardous materials. Therefore, potential impacts associated with long-term operations would be less than significant.

The fueling station would be directly connected to a fuel spill holding tank which would discharge to one bioretention basin with a total retention volume of 16,394 cubic feet for water quality purposes. Any runoff from the Project Site would enter the bioretention basin before being released off-site. As part of project operations and in accordance with the Proposed Project's Water Quality Management Plan (WQMP), the bioretention basins would be inspected annually per manufacturer's specifications. Accumulated debris and gross pollutants or sediment would be removed, and the basins cleaned as needed.

Development of the Proposed Project would disturb approximately 2.5 acres, and therefore, would be subject to the National Pollutant Discharge Elimination System (NPDES) permit requirements. Requirements of the permit would include development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practices (BMPs) to control and abate pollutants. Implementation of BMPs from an adopted SWPPP, would ensure that potential impacts associated with the release of hazardous materials to the environment would be reduced to a less than significant level.

c) **No Impact.** There are no existing or proposed schools within a one-quarter-mile radius of the Project Site. The closest existing schools to the Project Site are Romoland Elementary School (approximately 0.7 mile northeast of the Project Site) and Hans Middle School (approximately 1.7 miles south of the Project Site). Thus, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter mile of an existing or proposed school. Therefore, no impact would occur and no mitigation measures are required.

d) **No Impact.** The Project Site is not included on a list of hazardous material sites as compiled pursuant to Government Code Section 65962.5 and reported in the Department of Toxic Substances Control EnviroStor database (accessed 2/14/2024)[9] . Therefore, no impact would occur and no mitigation measures are required.

[9] https://dtsc.ca.gov/CaliforniaDepartmentofToxicSubstancesControl/EnviroStor. Accessed 2/14/2024.

e) **Less Than Significant Impact.** The Project Site is located approximately 2.8 miles southeast of Perris Valley Airport, which is a privately owned and operated airport open to the public. However, the Project Site is not located within the Airport Influence Boundary for Perris Valley Airport. The Project Site is also located approximately 11 miles south of March Air Reserve Base/Inland Port Airport (MARB/IPA). The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP) (2014) divides the area close to the airport into zones based on proximity to the airport and perceived risks. The Project Site is located within Compatibility Zone D (Flight Corridor Buffer). Zone D represents the area on the periphery of flight corridors where the risk concern is primarily for uses such as high intensity uses in confined areas where the consequences could be severe. The only uses prohibited within Zone D are those that pose hazards to flight including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. The Proposed Project does not contain any uses prohibited by the MARB/IPA ALUCP.

The City of Perris adopted Airport Overlay Zones (AOZ) to ensure that the policies in the MARB/IPA ALUCP are adhered to when new development projects are brought before the City. The safety zone boundaries within the AOZ are codified into Chapter 19.51 of the City's Development Code and are consistent with the adopted MARB/IPA ALUCP. The City's General Plan describes Zone D as having potential for aircraft noise that may be loud enough to be disruptive; having at least occasional direct overflights; and having a low accident potential risk. Zone D is identified as existing mostly within the Community Noise Equivalent Level (CNEL) 55 dBA noise contour for MARB/IPA.

According to the City of Perris General Plan Noise Element, exterior noise levels of up to 65 dBA CNEL are considered to be "Normally Acceptable" for commercial uses based on the assumption that any building is of normal conventional construction without any special noise attenuation requirements. Noise levels between 65 and 75 dBA CNEL are "Conditionally Acceptable" and that new construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction but with closed windows and fresh air supply systems or air conditioning will normally suffice. The proposed building would be built using conventional construction techniques with closed windows with air conditioning.

Exhibit N-3 of the Noise Element of the City's General Plan shows that the Project Site is well outside of the MARB/IPA 60 dBA CNEL noise contour. In addition, Figure 4-2 of the more recent Final Air Installations Compatible Use Zones Study for March Air Reserve Base (Air Force Reserve Command) (AICUZ 2018) shows that the Project Site is well outside the MARB/IPA 60 dBA CNEL noise contour.

Based on this information, implementation of the Proposed Project would not expose people residing or working in the project area to a safety hazard or excessive noise levels associated with airports. This potential impact would be less than significant and no mitigation is required.

f) **Less Than Significant Impact.** The Project Site is located along Ethanac Road which has been identified as an Evacuation Route in the Safety Element of the City of Perris General Plan. This roadway is identified as a potential evacuations route due to its connectivity to other major highways and roadways within Riverside County. The City of Perris participates in the County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, which outlines requirements for emergency access and standards for emergency responses. It is anticipated that all local roadways would remain open during Project construction and operation. Hence, the Project would not result in closures of local roadways that may have an effect on emergency access in the vicinity of the Project site. Further, construction activities occurring within the Project Site would comply with all conditions, including grading permit conditions regarding fire access, and would not restrict access for emergency vehicles responding to incidents on the site or in the surrounding area. Therefore, the Proposed Project would pose a less than significant impact and no mitigation measures are required.

g) **No Impact.** As shown in Exhibit S-16-Wildfire Constraint Areas of the City of Perris' General Plan[10] and CalFire Fire Hazard Severity Zone Maps, the Project Site is not identified in an area of wildland fire risks. The Proposed Project would not expose people or structures to significant risk or loss, injury, or death involving wildland fires. Therefore, no impact would occur and no mitigation measures are required.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede substantial groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in substantial erosion or siltation on- or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage	☐	☐	☒	☐

[10] https://www.cityofperris..org/CityofPerris/GeneralPlan/SafetyElement/Exhibit S-16 Accessed February 5, 2024.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows?				
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or substantial groundwater management plan?	☐	☐	☐	☒

a) **Less Than Significant Impact.** The Proposed Project would disturb an approximate 2.5-acre site and therefore would be subject to the NPDES permit requirements. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include removal of vegetation, grading, excavating, or any other activities that causes the disturbance of 1 acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement an SWPPP. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters during construction and include but are not limited to street sweeping of paved roads around the Project Site during construction, and the use of hay bales or sandbags to control erosion during the rainy season. BMPs may also include or require:

- The contractor to avoid applying materials during periods of rainfall, and to protect freshly applied materials from runoff until dry.
- All waste to be disposed of in accordance with local, state and federal regulations. The contractor to contract with a local waste hauler or ensure that waste containers are emptied weekly. Waste containers cannot be washed out on-site.
- All equipment and vehicles to be serviced off-site.

The NPDES also requires a WQMP which will be subject to review and approval by the City. A Preliminary WQMP dated July 2022, updated November 2023 was prepared by Blue Engineering and Consulting, Inc for the Project Site (Appendix G). Findings of the report are discussed herein. The WQMP includes mandatory compliance of BMPs as well as compliance with NPDES Permit requirements. Review and approval of the WQMP by the City of Perris would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site.

Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

b) **Less Than Significant Impact.** The City of Perris is located within the San Jacinto River Watershed, which drains an approximately 540-square-mile area of western Riverside County. The San Jacinto River flows from the San Jacinto Mountains, across the San Jacinto Valley, through the City of Perris, to Railroad Canyon Reservoir, and finally to its

terminus in Lake Elsinore, southwest of Perris. The Santa Ana River Water Quality Control Plan divides the San Jacinto Watershed into 14 groundwater subbasins. The City of Perris lies above Perris South I, Perris South II, and Perris South III sub-basins. The Santa Ana Watershed Project Authority's combines these three sub-basins into two Groundwater Management Zones, referred to as Perris North and Perris South. The Project Site is located within the Perris South Groundwater Management Zone.

All three groundwater sub-basins are listed for municipal and agricultural beneficial uses. Water quality objectives have only been established for total dissolved solids for each of the three sub-basins. Groundwater quality in the Perris sub-basin is generally of poor quality due to high concentrations of total dissolved solids and nutrients resulting from past and present agricultural runoff. Due to high total dissolved solids and nutrient levels, groundwater is no longer used for domestic purposes and only partially used to meet agricultural demand. The Eastern Municipal Water District (EMWD), which serves the Perris area, supplements agricultural needs with low total dissolved solids water imported from the State Water Project.

Development of the Proposed Project would result in new impervious surfaces on-site. However, a Hydrology Report dated August 2022, updated December 2023, was prepared by Blue Engineering and Consulting, Inc for the Project Site (Appendix H) and is summarized herein. The Proposed Project would include one (1) bioretention basin with a combined retention volume of 16,394 cubic feet of volume while any remaining amount would outlet through a bubbler system to Ethanac Road. Although the amount of impervious surface would increase due to Project construction, the area of the Project site is negligible compared to the groundwater basin. Further, groundwater from the Perris South Groundwater Management Zone is not utilized for domestic purposes and will not be required as part of any agricultural land use. Therefore, the Proposed Project would be anticipated to have a less than significant impact on groundwater or groundwater recharge rates.

c) **Less than Significant Impact.** The Proposed Project would not alter the course of a stream or river, as there are no streams or rivers located within or around the Project Site. The Project Site is currently vacant land cover consists mostly of annual grass.

The Proposed Project includes three underground bioretention basins with a combined storm water retention volume of 16,394 cubic feet and would be located along the southeast portion of the Project Site. The onsite runoff would be sheet flowing from north to south and directed into the underground infiltration basin using the general grading of the driveway and pad with gutters directing flow. The gutters would help direct the flow around the gas pumps to the underground infiltration basin. The basin would be able to infiltrate and retain the added flow and runoff and would overtop the remaining amount which would outlet through a bubbler system to Ethanac Road. The onsite storm drain system would be sized to take the 100 Year Peak Flowrate and would be privately owned and maintained by the property owner.

As stated in Section VII(b), during development of the Project Site, erosion of soils could occur due to a storm event. Development of the Proposed Project would disturb more than one acre of soil; therefore, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of an SWPPP. The SWPPP must list BMPs to avoid and minimize soil erosion. Examples of BMPs include i.e., sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, sweep roadway from track-out, and rumble strips. BMPs applicable to the Proposed Project will be subject to City approval and provided in contract bid documents. Adherence to BMPs is anticipated to ensure that the Proposed Project does not result in substantial erosion or siltation on- or off-site. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

d) **Less Than Significant Impact**. The Project Site is not within a 100-year, or 500-year floodplain as identified in the City of Perris General Plan Safety Element in Figure S-3[11]. Additionally, due to the inland distance from the Pacific Ocean, the occurrence of tsunamis is not considered a potential hazard at the site. The Project Site and vicinity is within relatively flat terrain and there are no nearby hillsides that would result in mudflows. Seiches are standing waves generated in enclosed bodies of water in response to ground shaking. The Project Site is located approximately 6.7 miles south of Lake Perris. However, the City of Perris General Plan does not identify the Project Site as occurring in an area at risk from seiches. The Proposed Project does not include development of housing. Therefore, no significant impacts from seiche and tsunami would occur and no mitigation measures are required.

e) **No Impact.** The Proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. All necessary drainage improvements both on- and off- site would be required as conditions of approval for the construction of the Proposed Project so that downstream properties are not negatively impacted by any increases or changes in volume, velocity, or direction of storm water flows originating from or altered by the Project Site. As shown in the Preliminary WQMP, with the implementation of the bioretention basins, of both on- and off-site water runoff and volume from the Project Site is anticipated to be equal to or less than pre-development conditions. Therefore, no impacts would occur and no mitigation measures are required.

[11] City of Perris General Plan Safety Element. Figure S-3-FEMA Flood Hazard Zones. Accessed March 1, 2024.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☒	☐	☐

a) **No Impact.** The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or the removal of a means of access, such as a local road or bridge, which would impair mobility in an existing community or between a community and outlying area**.**

The Proposed Project would involve the development of an eight-island passenger car fueling station, and a 7,250-square-foot convenience store with a drive-thru for pick-up of prepackaged food. The Project Site is surrounded by vacant land to the north, west, and east, with an existing commercial development to the south. The Proposed Project would not introduce linear features such as highways or transit lines that would divide an established community. Therefore, no impact regarding dividing an established neighborhood would occur and no mitigation is required.

b) **Less Than Significant Impact with Mitigation Incorporated.** The proposed Project Site is located within the City of Perris; thus, land use is guided by both the City of Perris General Plan and Municipal Code. The Proposed Project is a Conditional Use Permit (CUP) for the construction and operation of a commercial development. According to the City of Perris General Plan, Commercial Uses provides for retail, professional office, and service-oriented business activities which serve the entire City, as well as the surrounding neighborhoods. This zone combines the General Plan Land Use designation of Community Commercial and Commercial Neighborhood.

Project consistency with the applicable Policies from the City of Perris General Plan that have been adopted for the purpose of avoiding or mitigating an environmental effect is evaluated in the matrix below.

Policy No.	Policy	Project Consistency
Land Use Element		
II.A	Require new development to pay its full, fair share of infrastructure costs	**Consistent,** as required by City Ordinance No. 1182, the Project Proponent would be required to pay applicable development fees to mitigate the cost of public facilities that support new development.

Policy No.	Policy	Project Consistency
II.B	Require new development to include school facilities or pay school impact fees, where appropriate	**Consistent,** the Project Proponent would be required to pay applicable school facilities as required by local and state laws.
III.A	Accommodate diversity in the local Economy.	**Consistent,** the Proposed Project would provide commercial services to local businesses and residents. Further, the Project would generate new local tax revenue from the local economy.
V.A	Restrict development in areas at risk of damage due to disasters	**Consistent,** the Project Site is not located within an area of significant disaster risk more so than the southern California region as a whole.
Circulation Element		
II.B	Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	**Consistent,** the Proposed Project would not involve or require any changes to the existing transportation network within the City of Perris. Additionally, the Project Proponent would be required to pay the fair-share of costs associated with City-wide roadway network improvements. Further, installation of sidewalks and bike racks at the Project Site would support alternative travel modes.
III.A	Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	**Consistent,** the Proposed Project would not involve or require any changes to the existing transportation network within the City of Perris. Additionally, the Project Proponent would be responsible for financing street and access driveway improvements and making a fair-share of costs associated with City-wide roadway network improvements.
V.A	Provide for safe movement of goods along the street and highway system,	**Consistent,** the Proposed Project would be located proximal to a designated truck route (i.e., Ethanac Road). This street would allow for the movement of goods without compromising the circulation or safety of local roads.

Policy No.	Policy	Project Consistency
Conservation Element		
II.A	Comply with state and federal regulations to ensure protection and preservation of significant biological resources	**Consistent,** the Proposed Project would be consistent with the Western Riverside MSHCP upon implementation of the mitigation measures identified in Section IV, Biological Resources. Furthermore, the Project Proponent would be required to pay applicable fees pursuant to City Ordinance No. 1123 to offset incremental impacts to biological resources from Project construction and operation.
III.A	Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.	**Consistent,** a General Biological Assessment was conducted for the Project Site and recommends mitigation measures to ensure compliance with requirements of the MSHCP. Mitigation measures are identified in Section IV, Biological Resources.
IV.A	Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.	**Consistent,** Mitigation measures identified within the Cultural Resources and Geology and Soils section of this Initial Study would ensure compliance with regulations relative to the preservation of historical, archaeological and paleontological resources.
V.A	Coordinate land-planning efforts with local water purveyors	**Consistent,** in July 2022, the Project Applicant received Will Serve letters from the EMWD for water service. The expired Will Serve letters are in the process of being renewed.
VI.A	Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	**Consistent,** as required under the NPDES, a SWPPP would be created for construction of the proposed Project. The Project would also be required to comply with the NPDES permit and Waste Discharge Requirements for Riverside County during operation as addressed in the Preliminary WQMP.
VII.A	Preserve significant hillsides and rock outcroppings in the planning areas.	**Consistent,** there are no hillsides and rock cropping within Project Site boundaries.

Policy No.	Policy	Project Consistency
Environmental Justice Element		
3.1	Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate fewer compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.	**Consistent,** the Proposed Project would be consistent with the surrounding commercial properties. Potential impacts to sensitive receptors have been evaluated in this Initial Study and these potential impacts would be less than significant.
	Support identification, clean-up and remediation of local toxic sites through the development review process.	**Consistent,** a Phase I Environmental Site Assessment found that there was no evidence of contamination at the Project Site that would impact development of the Proposed Project.
	Encourage smoke-free/vape-free workplaces, multi-family housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke. As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor."	**Consistent,** the Proposed Project is not an industrial development; thus, good neighbor policies do not apply. The Project would be required to be a smoke-free/vape-free workplace.
5.1	Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation Plan or active transportation in-lieu fee to fund active mobility projects.	**Consistent,** bicycle parking would be installed at the commercial building. The development fee action (A4.5) of the City's Active Transportation Plan has not yet been reflected in the development fee schedule.
Noise Element		
I.A	The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.	Consistent, according to the City of Perris General Plan Noise Element, exterior noise levels of up to 65 dBA CNEL are considered to be "Normally Acceptable" for commercial uses based on the assumption that any building is of normal conventional construction without any special noise attenuation requirements. Noise levels between 65 and 75 dBA CNEL are "Conditionally Acceptable" and that new construction or development

Policy No.	Policy	Project Consistency
		should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction but with closed windows and fresh air supply systems or air conditioning will normally suffice. The proposed building would be built using conventional construction techniques with closed windows with air conditioning. According to Appendix G of the Noise Element, the future 70 dBA CNEL noise contour for Ethanac Road is expected to extend up to 70 from the centerline of the roadway. The proposed building would be located no less than 50 feet from the centerline of Ethanac Road. Therefore, the building would not be exposed to roadway noise levels that exceed the applicable Noise Element standards. The Project Site is located approximately 11 miles south of MARB/IPA and is located within the MARB/IPA Airport Influence Area Boundary, and the area subject to the 2018 Final Air Installations Compatible Use Zone (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.

Policy No.	Policy	Project Consistency
V.A	New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.	**Consistent,** a Noise Impact Analysis was completed for the Proposed Project. Potential impacts to nearby residential land uses were determined to be less than significant.
Safety Element		
S-2.1	Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.	**Consistent,** the Proposed Project would only require new driveways along both Ethanac Road and Trumble Road. No improvements to the adjacent roadways are required to ensure adequate evacuation and emergency vehicle access. The driveway improvements have been designed to City standards and reviewed by City Traffic Engineer.
S-2.2	Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.	**Consistent,** the Proposed Project would connect to the existing infrastructure surrounding the Project Site.
S-2.3	Primary access routes shall be completed prior to the first certificate of occupancy in developments located in outlying areas of the City.	**Consistent,** the Project Site is located within the urbanized area of the City and would have direct access to Ethanac Road and Trumble Road.
S-2.5	Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.	**Consistent,** the Proposed Project would provide two points of access.
S-4.1	Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.	**Consistent,** the Project Site is not located in an area considered to have a high flood hazard potential.
S-4.3	Require new development projects and major remodels to control stormwater runoff on site.	**Consistent,** the Proposed Project includes development of on-site storm water capture and retention system to prevent off-site storm water flows.

Policy No.	Policy	Project Consistency
S-4.4	Require flood mitigation plans for all proposed projects in the 100-year flood plain (Flood Zone A and Flood Zone AE).	**Consistent,** the Proposed Project is not located within a 100- year flood zone.
S-4.5	Ensure areas downstream of dams within the City are aware of the hazard potential and educated on the necessary steps to prepare and respond to these risks.	**Consistent,** the Proposed Project is not located within the Dam Inundation Zone identified in the Safety Element.
S-5.3	Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.	**Consistent,** the Project Site is not located in or near a designated area for wildfire hazards (e.g. High or Very High Fire Hazard Severity Zone).
S-5.6	All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.	**Consistent,** the Proposed Project would provide access on both Ethanac Road and Trumble Road.
S-5.10	Ensure that existing and new developments have adequate water supplies and conveyance to meet daily demands and firefighting requirements.	**Consistent,** water service would be provided by the EMWD. As discussed in the Utilities section of this Initial Study, the Project Applicant submitted applications to the EMWD for both water and sewer service. Upon receipt of a Will Serve Letters**,** building permits could be issued by the City for the Project.
S-6.1	Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.	**Consistent,** the Project Site is located within MARB/IPA ALUCP Compatibility Zone D (Flight Corridor Buffer). Zone D represents the area on the periphery of flight corridors where the risk concern is primarily for uses such as high intensity uses in confined areas where the consequences could be severe. The only uses prohibited within Zone D are those that pose hazards to flight including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. The Proposed Project does not contain any uses prohibited by the MARB/IPA ALUCP.

Policy No.	Policy	Project Consistency
S-6.2	Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.	**Consistent,** Coordination with these outside agencies is a City responsibility and the Initial Study/MND will be transmitted to MARB and the March Inland Port Airport Authority. As discussed in Section 5.9 Hazards and Hazardous Materials, the Project was designed to minimize aircraft hazards and the Project is consistent with the requirements of the AICUZ Land Use Compatibility Guidelines and ALUCP Airport Influence Area for March Air Reserve Base/Inland Port Airport. The Project Site is not within the Perris Valley Airport Influence area. Therefore, the Project would be consistent with Safety Element Policy S-6.3.
S-7.1	Require all development to provide adequate protection from damage associated with seismic incidents.	**Consistent,** the design of the Proposed Project structures would be in conformance with the current California Building Code to provide mitigation to the extent feasible from ground shaking hazards that are typical to southern California. Furthermore, development of the Project would be required to be in accordance with the applicable construction requirements of the City of Perris.
S-7.2	Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.	**Consistent,** a Preliminary Geotechnical Engineering Report has been prepared by a registered geotechnical engineer and has been submitted to the City of Perris Public Works, Engineering Administration Division for review and approval. See Appendix D of this Initial Study.
Healthy Community Element		
HC 1.3	Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space	**Consistent**, the proposed lighting would include a combination of operational, street, and security lighting on the building's exterior and in parking areas. The Project Site is within an urban area. No defensible space is required.

Policy No.	Policy	Project Consistency
HC 6.3	Promote measures that will be effective in reducing emissions during construction activities - Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations. - All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD. - Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project-by-project basis, and should be specific to the pollutant for which the daily threshold is exceeded	**Consistent**, construction activities would follow South Coast AQMD and California Air Resources Board rules and regulations for dust and other emissions. A Construction Management Plan would be prepared prior to construction to include Best Available Control Measures and appropriate control measures.

Based on the information presented in the matrix, the Proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project area for the purposes of avoiding or mitigating an environmental effect with the implementation of the mitigation measures recommended in this Initial Study for biological resources, cultural resources, paleontological resources, and tribal cultural resources. Therefore, the potential impact would be less than significant with mitigation incorporated.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Would the project:				
a) 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?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a,b) **No Impact.** As identified in Figure OS-6 - Mineral Resource Zones of the County of Riverside's General Plan-Multipurpose Open Space Element, the Project Site occurs within an area identified as Mineral Resource Zone-3 (MRZ-3). MRZ-3 designations apply to areas containing known or inferred mineral occurrences of undetermined mineral resource significance. However, the General Plan does not designate the Project Site for mineral resource extraction. Minimal aggregate materials would be required for development of the Proposed Project; materials are readily available in the local market. Additionally, the Project Site is not of a size, nor is it surrounded by properties of such size for development of a viable mining operation. Therefore, no impact would occur and no mitigation measures are required.

XIII. NOISE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact

airport, would the project expose people residing or working in the project area to excessive noise levels?

a) **Less than Significant Impact.** A Noise Impact Analysis dated March 26, 2024, was prepared for the Proposed Project by Ganddini Group, Inc. (Appendix I). The findings are summarized herein.

Sound is a pressure wave created by a moving or vibrating source that travels through an elastic medium such as air. Noise is defined as unwanted or objectionable sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and in extreme circumstances, hearing impairment.

Commonly used noise terms are presented within the study. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA.

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source as well as ground absorption, atmospheric effects and refraction, and shielding by natural and manmade features. Sound from point sources, such as air conditioning condensers, radiates uniformly outward as it travels away from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD). Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA/DD.

Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as a doubled traffic volume, would increase the noise levels by 3 dBA; halving of the energy would result in a 3 dBA decrease. Figure 3 shows the relationship of various noise levels to commonly experienced noise events.

Average noise levels over a period of minutes or hours are usually expressed as dBA Leq, or the equivalent noise level for that period of time. For example, Leq(3-hr) would represent a 3-hour average. When no period is specified, a one-hour average is assumed.

The City of Perris' Noise standard for land use compatibility is stated in terms of the Community Noise Equivalent Level (CNEL). CNEL is a 24-hour weighted average measure of community noise. CNEL is obtained by adding five decibels to sound levels in the evening (7:00 PM to 10:00 PM), and by adding ten decibels to sound levels at night (10:00 PM to 7:00 AM). This weighting accounts for the increased human sensitivity to noise during the evening and nighttime hours.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud. This definition is recommended by the California Department of Transportation's Technical Noise Supplement to the Traffic Noise Analysis Protocol (2013).

Project Construction

On-Site Equipment

Construction noise is regulated within Section 7.34.060 of the City of Perris Municipal Code (see Regulatory Setting section of this report). Accordingly, the project would result in a significant impact if:

- Project construction occurs outside the hours of 7:00 AM and 7:00 PM Monday through Saturday or anytime on legal holidays, with the exception of Columbus Day and Washington's Birthday, and Sundays; or,

- Project construction noise exceeds 80 dBA Lmax in residential zones within the City.

Project construction noise levels at nearby sensitive receptors were calculated using the Federal Transit Administration methodology. Construction noise modeling worksheets for each phase are provided within the study. Anticipated noise levels during each construction phase are presented within the study.

Although not protected by City Ordinance criteria, the equivalent of the average noise level (Leq) associated with simultaneous operation of all equipment associated with each construction phase was modeled at properties that have existing residential uses, including those that are zoned for residential uses and those that are not zoned for residential uses (non-conforming residential land uses), within proximity of the Project Site. Because most all construction equipment is expected to move around the Project Site, combined noise levels were modeled from the center of the site, as is industry standard. Construction noise levels are expected to reach up to reach up to 66 dBA Leq at the nearest existing residential property line to the southeast, 58.7 dBA Leq at the nearest existing residential property line to the east, and 60.8 dBA Leq at the nearest existing residential property line to the north of the Project Site.

Project construction would not occur outside of the hours outlined in Section 7.34.060 of the City of Perris Municipal Code. Section 7.34.060 of the Municipal Code prohibits construction activity from exceeding 80 dBA Lmax in residential zones within the City. Based on the modeled construction noise levels, construction noise levels are estimated to reach a maximum of 65.1 dBA Lmax at the nearest residential property line. Therefore, the Project would not exceed City-established standards relating to construction noise. The Project impact would be less than significant and no mitigation is required.

Off-Site Vehicle Trips

Construction truck trips would occur throughout the construction period. Given the project site's proximity to the 215 Freeway, it is anticipated that vendor and/or haul truck traffic would take the most direct route to the appropriate freeway ramps.

Ethanac Road currently handles between approximately 9,700 and 24,300 average daily vehicle trips and Trumble Road currently handles between approximately 2,000 and 2,600 average daily vehicle trips in the vicinity of the Project Site. Existing traffic noise levels along Ethanac Road range between 72.06 and 77.4 dBA CNEL and existing daytime traffic noise levels along Trumble Road range between 64.68 and 63.54 dBA CNEL. As stated previously, a doubling of traffic volume would be anticipated to increase noise levels by approximately 3 dBA. Furthermore, it is widely accepted that the average healthy human ear can barely perceive changes of 3 dBA in an outdoor environment and that a change of 5 dBA is readily perceptible. Therefore, vehicle traffic generated during Project construction would be anticipated to be nominal relative to existing roadway volumes and would not result in the doubling of traffic volume necessary to increase noise levels by 3 dBA. The Project impact would be less than significant and no mitigation is required.

Project Operational Noise

Onsite Noise Sources

Stationary noise source standards are established within the City of Perris General Plan Noise Element Implementation Measure V.A.1 and Municipal Code Section 7.34.040 (see Regulatory Setting section of this report). Accordingly, the Project would result in a significant impact if:

- Project operational noise exceeds the City-established noise standard of 60 dBA CNEL at the property line of adjoining sensitive land uses.

- Amplified sound (music and/or human voice) beyond the property line of the property from which the sound emanates that exceeds 80 dBA Lmax from 7:01 AM to 10:00 PM or 60 dBA Lmax from 10:01 PM to 7:00 AM at the property line of any residential neighborhood is prohibited. The Project may result in a significant impact if it results in maximum noise events that exceed 80 dBA.

Noise levels were determined based on the SoundPLAN acoustical model developed for the project. Noise levels were modeled at existing residential uses. SoundPLAN modeling worksheets are provided in the study. The figures within the study are modeled project operational noise levels in dBA CNEL at the nearby sensitive receptors, conservatively assuming all on-site noise sources simultaneously. In addition, the figures show the modeled Project operational noise levels in dBA Lmax at nearby sensitive receptors. The figures within the Noise Impact Analysis show the modeled Project operational noise levels relative to the City-established standards.

Noise Levels - CNEL

Based on the operational noise modeling, Project operation is expected to range between approximately 44 and 57 dBA CNEL at the property line of nearby sensitive receivers. The modeled Project operational noise levels would be below the City's General Plan land use compatibility criteria of 60 dBA CNEL. Therefore, Project operational noise impacts would be less than significant and no mitigation is required.

Noise Levels - Lmax

As discussed previously, Section 7.34.040 of the City's Noise Ordinance prohibits the generation of amplified sound (music and/or human voice) beyond the property line of the property from which the sound emanates that exceeds 80 dBA Lmax from 7:01 AM to 10:00 PM or 60 dBA Lmax from 10:01 PM to 7:00 AM at the property line of the property from which the sound emanates. Section 7.34.050 applies these noise standards to any noise in a residential neighborhood. The drive through and car wash speakers were included in the model.

The maximum operational noise levels due to the car wash and sound amplification may reach up to approximately 11 dBA Lmax at the nearest sensitive receptor. The operation of the Proposed Project would not result in activities that would cause maximum noise events from sound amplification to exceed the City's daytime noise standard of 80 dBA Lmax or the nighttime noise standard of 60 dBA Lmax. This impact would be less than significant and no mitigation is required.

Offsite Operational Noise Sources

California courts have rejected use of what is effectively a single "absolute noise level" threshold of significance (e.g., exceed 65 dBA CNEL) on the grounds that the use of such a threshold fails to consider the magnitude or severity of increases in noise levels attributable to the project in different environments (see King and Gardiner Farms, LLC v. County of Kern (2020) 45 Cal.App.5th 814). California courts have also upheld the use of "ambient plus increment" thresholds for assessing project noise impacts as consistent with CEQA, noting however, that the severity of existing noise levels should not be ignored by incorporating a smaller incremental threshold for areas where existing ambient noise levels were already high (see Mission Bay Alliance v. Office of Community Investment and Infrastructure (2016) 6 Cal.App.5th 160).

Pursuant to the Perris Valley Commerce Center Specific Plan Environmental Impact Report, the City of Perris considers roadway noise impacts to be significant if any of the following occur as a direct result of a proposed development.

When the resulting noise levels at noise-sensitive land uses (e.g., residential, etc.):

- are less than 60 dBA CNEL and the project creates a 5 dBA CNEL or greater project-related level increase; or,

- exceed 60 dBA CNEL and the project creates a 3 dBA CNEL or greater project-related noise level increase.

Roadway noise levels were calculated at roadways included in the Beyond Food Mart (NEC Trumble and Ethanac) Traffic Impact Analysis (Ganddini Group, Inc., February 26, 2024) based on the Federal Highway Administration Traffic Noise Prediction Model methodology. During operation, the Proposed Project is expected to generate a net increase of approximately 3,187 average daily trips with 193 trips during the AM peak-hour and 221 trips during the PM peak-hour. Roadway noise levels were calculated for the following scenarios:

- Existing (without Project): This scenario refers to existing year traffic noise conditions.

- Existing Plus Project: This scenario refers to existing year plus project traffic noise conditions.

Table 10 shows the change in existing roadway noise levels with the addition of project-generated operational trips. FHWA Traffic Noise Prediction Model calculation worksheets are provided within the Noise Impact Analysis.

As shown in Table 10, modeled existing traffic noise levels range between 59-77 dBA CNEL and the modeled Existing Plus Project traffic noise levels range between 60-77 dBA CNEL at the right-of-way of each study roadway segment. The addition of Project trips is not expected to change noise levels in excess of the applicable threshold at any of the study roadway segments. The Project impact would be less than significant and no mitigation is required.

Table 10
Increase in Existing Noise Levels Due to Project Generated Vehicle Traffic (dBA CNEL)

Roadway	Segment	Distance from roadway centerline to ROW (feet)[1]	Modeled Noise Levels (dBA CNEL)[2]				
			Existing Without Project	Existing Plus Project	Change in Noise Level	Exceeds Standards[3]	Increase of 3 dB or More?
Ethanac Road	West of Interstate 215	59	77.40	77.46	0.06	Yes	No
	Interstate 215 to Encanto Drive	59	74.39	74.63	0.24	Yes	No

	Encanto Drive to Trumble Road	59	74.06	74.37	0.31	Yes	No
	Trumble Road to Sherman Road	59	73.26	73.67	0.41	Yes	No
	East of Sherman Road	59	72.06	72.33	0.27	Yes	No
Encanto Drive	South of Ethanac Road	33	64.38	64.56	0.18	Yes	No
Trumble Road	North of Ethanac Road	37	64.68	65.18	0.50	Yes	No
	South of Ethanac Road	37	63.54	64.47	0.93	Yes	No
Sherman Road	North of Ethanac Road	59	66.6	67.2	0.58	Yes	No
	South of Ethanac Road	59	59.2	60.3	1.03	Yes	No

Notes:
(1) Right-of-way (ROW) per the City of Perris General Plan Circulation Element or the City of Menifee General Plan Circulation Element, depending on the jurisdiction of the roadway segment.
(2) Exterior noise levels calculated 5 feet above pad elevation, perpendicular subject roadway, at right-of-way line.
(3) Per the City of Perris normally acceptable standard for single-family detached residential dwelling units is 60BA CNEL (see Table 5).

b) **Less than Significant Impact.** In relation to the Environmental Checklist noise issue "b", the City of Perris has not established thresholds of significance concerning groundborne vibration. In the absence of City-established thresholds, groundborne vibration impacts are based on guidance from the Transportation and Construction Vibration Guidance Manual (California Department of Transportation, 2020). Accordingly, the Project would result in a significant impact if:

- Groundborne vibration levels generated by the Project have the potential to cause architectural damage at nearby buildings by exceeding the following peak particle velocity (PPV):
    - 0.08 inch per second at extremely fragile historic buildings, ruins, ancient monuments
    - 0.10 inch per second at fragile buildings
    - 0.25 inch per second at historic and some old buildings
    - 0.30 inch per second at older residential structures
    - 0.50 inch per second at new residential structures and modern industrial/commercial buildings.

- Groundborne vibration levels generated by the project have the potential to cause severe annoyance to people living or working in nearby buildings by exceeding a PPV of 0.4 inch per second.

Groundborne vibration modeling worksheets are provided within the study.

Based on the groundborne vibration modeling, use of a vibratory roller is expected to generate a PPV of 0.031 inch per second and use of a bulldozer is expected to generate a PPV of 0.013 inch per second at the closest offsite building, a commercial structure located approximately 90 feet south of the Project Site. Other equipment anticipated to be used during project construction generate a lower PPV. Therefore, groundborne vibration generated by Project construction would not exceed the levels necessary to cause

architectural damage or severe annoyance to persons living or working in nearby buildings. The Project impact would be less than significant and no mitigation is required.

The most substantial sources of groundborne vibration during post-construction Project operations will include the movement of passenger vehicles and trucks on paved and generally smooth surfaces. Loaded trucks generally have a PPV of 0.076 inch per second at a distance of 25 feet (Caltrans 2020), which is a substantially lower PPV than that of a vibratory roller (0.210 inch per second PPV at 25 feet). Therefore, groundborne vibration levels generated by Project operation would not exceed those modeled for Project construction. The Project impact would be less than significant and no mitigation is required.

c) **Less Than Significant Impact:** The Project Site is located approximately 2.8 miles southeast of Perris Valley Airport, which is a privately owned and operated airport open to the public. However, the Project Site is not located within the Airport Influence Boundary for Perris Valley Airport. The Project Site is also located approximately 11 miles south of MARB/IPA.

According to the City of Perris General Plan Noise Element, exterior noise levels of up to 65 dBA CNEL are considered to be "Normally Acceptable" for commercial uses based on the assumption that any building is of normal conventional construction without any special noise attenuation requirements. Noise levels between 65 and 75 dBA CNEL are "Conditionally Acceptable" and that new construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction but with closed windows and fresh air supply systems or air conditioning will normally suffice. The proposed building would be built using conventional construction techniques with closed windows with air conditioning.

Exhibit N-3 of the Noise Element of the City's General Plan shows that the Project Site is well outside of the MARB/IPA 60 dBA CNEL noise contour. In addition, Figure 4-2 of the more recent Final Air Installations Compatible Use Zones Study for March Air Reserve Base (Air Force Reserve Command) (AICUZ 2018) shows that the Project Site is well outside the MAREB/IPA 60 dBA CNEL noise contour.

Based on this information, implementation of the project would not expose people residing or working in the project area to excessive noise levels associated with airports. This impact would be less than significant and no mitigation is required.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) **Less Than Significant Impact.** The Proposed Project includes the construction and operation of a fueling station and convenience store with an attached drive-thru carwash. During the construction process, the Proposed Project would create short-term construction jobs and are anticipated to be filled primarily by workers who reside in the general area of Perris. The operation of the Proposed Project would require a maximum of 12 employees. According to the Employment Development Department, the unemployment rate as of 2024 for the City of Perris is approximately 6.8%.[12]The Proposed Project does not involve construction of new homes, nor would it induce unplanned population growth by creating a substantial number of new jobs. No significant adverse impacts are anticipated and no mitigation measures are required.

b) **No Impact.** The Project Site is currently vacant and does not contain any housing. Thus, the Proposed Project would not displace existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur and no mitigation measures are required.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	☐	☐	☒	☐
Police Protection?	☐	☐	☒	☐

[12] https://labormarketinfo.edd.ca.gov/. Accessed March 12, 2024.

Schools?	☐	☐	☒	☐
Parks?	☐	☐	☐	☒
Other Public Facilities?	☐	☐	☒	☐

a)

Fire Protection

Less than Significant Impact. The City of Perris contracts with the Riverside County Fire Department to provide fire protection services within the City including fire suppression, emergency medical, technical rescue, hazardous material, and other related emergency services. The closest fire stations to the Project Site are: 1) Fire Station 101- City of Perris Battalion 1 located approximately 3.7 miles northwest from the Project Site at 105 S. F Street; and 2) Fire Station 9 – Goodmeadow Battalion 1 is located approximately 5.9 miles west from the Project Site at 21565 Steele Road. Due to its proximity to Fire Station 101, it is expected that this fire station would provide the first response to the Proposed Project. However, Fire Station 7 could also potentially service the Project Site. Station No. 7 serves the City of Perris' southern portion on an as-needed basis and is located at 27860 Bradley Road in Sun City, approximately 2.3 miles south of the Project Site. Fire Station No. 7 has 3-4 full-time personnel 24 hours a day, seven days a week.

The Proposed Project would be designed, constructed, and operated according to applicable fire prevention/protection standards established by the City of Perris. It would be required to provide a minimum of fire safety and support fire suppression activities, including type and building construction, fire sprinklers, and paved fire access. The Proposed Project is in an urbanized area that occurs within the existing fire service area and implementation of the Proposed Project would not have a significant impact on fire service response times. Additionally, Development Impact Fees would be collected at the time of building permit issuance to provide funding for necessary service increases associated with growth and development. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

Police Protection

Less than Significant Impact. The Riverside County Sheriff's Office, under contract with the City of Perris and operating as the Perris Police Department, provides law enforcement services to the City of Perris. The Riverside County Sheriff's Office provides a full range of law enforcement and community programs. The Perris station is located approximately 3.9 miles northwest of the Project Site at 137 N. Perris Boulevard. The design, construction, and operation of the Proposed Project in accordance with City Standards and payment of Development Impact Fees would offset any increase in demand for police protection services. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

Schools

Less than Significant Impact. The Project Site is located within the boundaries of the Perris Unified High School District and the Perris Elementary School District. The Proposed Project would not directly create a source of school-aged children, as the Project does not include any residential land uses. It may indirectly affect schools by providing a source of employment that may draw new residents into the area. The potential construction and operation of new school facilities would be funded through school impact fees assessed on new developments that occur within the school district. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

Parks

No Impact. The Project Site is currently vacant and does not provide public park or recreation opportunities. Further, there are no public parks or recreational facilities within the surrounding area and the development of new park or recreation facilities is not proposed as part of the Project. As discussed in Response to XIV.a, the Project would not result in direct population growth or significant indirect population growth. resulting in the need for new or physically altered park facilities. Therefore, no impact would occur and no mitigation measures are required.

Other Public Facilities

Less than Significant Impact. The Proposed Project shall contribute towards the City of Perris Development Impact Fee program (Ordinance No. 1182 Section 19.68.020) and regional Transportation Uniform Mitigation Fee (TUMF) (Ordinance No. 1352). The Development Impact Fee provides a funding mechanism for arterial streets, traffic signals, interchange improvements as well as emergency services. The purpose of such fees is to minimize, to the greatest extent practicable, the impact that new development has on the City's public services and public facilities. The City intends for new development project applicants to pay their fair share of the costs of providing such public services and public facilities. Unless otherwise approved by the City, all development projects are required to pay the Development Impact Fee as a condition of development.

A fair share analysis was prepared to identify the share of project trips contributed to substantially impacted locations for which improvements are identified that may not be currently included in the City's Development Impact Fee program. The project fair share is based on the proportion of project peak hour trips contributed to the improvement location relative to the total new peak hour traffic volume. Cost estimates are sensitive to the quantity and location of work specified for a given installation. These values represent the relative magnitude of the cost and should be verified through the bidding process. The Project Fair Share Cost would be $236,254 and the Estimated Construction Cost would total $1,504,000.

XVI. RECREATION

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a) **No Impact.** The City of Perris currently operates 22 parks which encompass over 107 acres in area. Implementation of the Proposed Project would not induce residential development and would not increase the use of existing neighborhood and regional parks or other recreational facilities. Therefore, no impact would occur and no mitigation measures are required.

b) **No Impact.** The Proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impact would occur and no mitigation measures are required.

XVII. TRANSPORATION

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3 Subdivision (b)(1)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

a) **Less Than Significant Impact.** A Traffic Impact Analysis dated February 26, 2024 was prepared for the Proposed Project by Ganddini Group, Inc (Appendix J). The results of the Traffic Impact Analysis are summarized herein. The Proposed Project is projected to generate a net increase of approximately 3,187 daily vehicle trips, 193 AM peak hour trips, and 221 PM peak hour trips after pass-by trips for vehicles already on the adjacent roadways are taken into consideration.

Existing Roadway System: Regional access to the Project Site is provided by State Route 74 approximately 0.5 mile to the northeast and Interstate 215 approximately 0.28 mile to the west of the Project Site. Local north south circulation is provided by Trumble Road and Sherman Road; and east-west circulation is provided by Ethanac Road.

Trumble Road: This two-lane divided to two-lane undivided roadway trends in a north-south direction and is unclassified on the City of Perris General Plan Circulation Element in the project vicinity; however, Trumble Road is classified as a Collector (2-lanes undivided; 74 feet right-of-way/44 feet pavement) in the City of Menifee General Plan Circulation Element. On-street parking is not permissible in the study area based on the roadway width and lack of roadway shoulders. There are no designated bicycle facilities in the Project vicinity; however, a Class III (signed) bike route is planned in the Menifee General Plan. No sidewalks are provided in the Project vicinity. The posted speed is 45 miles per hour in the Project vicinity.

Sherman Road: This two-lane undivided roadway trends in a north-south direction and is unclassified on the City of Perris General Plan Circulation Element in the study area; however, Sherman Road is classified as a Major Arterial (4-lanes divided; 118 feet right-of-way/76 feet pavement) in the City of Menifee General Plan Circulation Element. On-street parking is not permissible in the study area based on the roadway width and lack of roadway shoulders. There are no designated bicycle facilities in the Project vicinity; however, a Class II marked lane route is planned in the Menifee General Plan. No sidewalks are provided in the Project vicinity. The posted speed is 40 miles per hour in the Project vicinity.

Ethanac Road: This two-lane divided to two-lane undivided roadway trends in an east-west direction and is classified as an Expressway (8-lane divided 184 feet right-of-way/134 feet pavement) on the City of Perris General Plan Circulation Element in the study area. Ethanac Road is classified as an Expressway (6 to 8-lane divided 200 to 216 feet right-of-way) in the City of Menifee General Plan Circulation Element. On-street parking is not permissible in the study area based on the roadway width and lack of roadway shoulders. There are no designated bicycle facilities in the Project vicinity. No sidewalks are provided in the Project vicinity, except at the southwest corner of Ethanac Road and Trumble Road. The posted speed is 45 miles per hour in the Project vicinity.

Pedestrian Facilities: There are currently no sidewalks provided along Trumble Road and Ethanac Road along the Project Site frontage.

Transit Facilities: Public Transit is provided within the City of Perris by the Riverside Transit Agency (RTA). No RTA transit routes run on roadways in the study area. The closest bus stop to the Project Site is at the southeast corner of the Sherman Road and State Route 74 intersection.

Bicycle Facilities Master Plan: There are no existing bicycle facilities in the study area. However, the City of Perris General Plan Circulation Element plans for a Class IIB Buffered Bicycle Lane along Ethanac Road. In addition, a future bike lane (Class II) along Sherman Road and a future bike route Class III bicycle route is proposed in the Menifee General Plan along Trumble Road[13]. The westbound approach for Trumble Road (NS) at Ethanac Road (EW) would be constructed along the project frontage at its ultimate half-section width. The Project would be responsible for constructing half-width of roadway per City standards which would include "space" for the bike lane though not the striping for this small roadway segment.

Designated Truck Routes: Ethanac Road is designated as a truck route under the General Plans of both the City of Perris and the City of Menifee.

The Proposed Project would not impede the implementation of City programs supporting walking, bicycling, and use of buses. As stated for intersection 4 "Trumble Road (NS) at Ethanac Road (EW)" the project is responsible for constructing half-width of roadway per City standards which should include the "space" for the bike lane though not the striping for this small roadway segment. Therefore, the Proposed Project would not conflict with any adopted transportation policies, no impact associated with this issue would occur and no mitigation measures are required.

b) **Less than Significant Impact.** California Senate Bill 743 directed the State Office of Planning and Research to amend the State CEQA Guidelines for evaluating transportation impacts to provide alternatives to Level of Service (i.e., vehicle delay) that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." In December 2018, the California Natural Resources Agency certified and adopted the updated State CEQA Guidelines package. The amended State CEQA Guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Travelled (VMT) as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects State-wide are required to utilize the updated CEQA guidelines recommending use of VMT for evaluating transportation impacts as of July 1, 2020.

The updated State CEQA Guidelines allow for lead agency discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The Office of Planning and Research Technical Advisory on Evaluating

[13] City of Menifee General Plan Circulation Element.

Transportation impacts in CEQA (State of California, December 2018) provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

The Project VMT impact has been assessed in accordance with guidance from the City of Perris Transportation Impact Analysis Guidelines for CEQA (May 12, 2020). The transportation guidelines provide a framework for "screening thresholds" for certain projects that are expected to cause a less than significant impact without conducting a detailed VMT study.

The Proposed Project is forecast to generate a total of approximately 3,187 net new daily trips, including 193 new trips during the AM peak hour and 221 new trips during the PM peak hour. The VMT assessment included within the Traffic Impact Analysis concludes that the Proposed Project satisfies the City-established VMT screening criteria as adopted by the City of Perris and is anticipated to result in a less than significant VMT impact. This is because the proposed fueling station and convenience store is a local serving land use. Therefore, the Proposed Project is presumed to have a less than significant impact on VMT and no additional VMT modeling or mitigation measures are required. As such, the Proposed Project would not conflict or be inconsistent with the CEQA Guidelines Section 15064.3, subdivision (b). The potential impact of the Project would be less than significant and no mitigation measures are required.

c) **Less than Significant Impact.** The Project is on a 2.5-acre vacant lot located on one corner of a major intersection with no long roadway segments within the property. The design of roadways must provide adequate sight distance and traffic control measures. This provision is normally realized through roadway design to facilitate roadway traffic flows. Roadway improvements at and around the Project Site would be designed and constructed to satisfy all City requirements for street widths, corner radii, intersection control as well as incorporate design standards tailored specifically to site access requirements. Adherence to applicable City requirements would ensure the proposed development would not include any sharp curves or dangerous intersections. Therefore, no substantial increase in hazards due to a design feature would occur, resulting in a less than significant impact. No mitigation is required.

d) **Less than Significant Impact**. Ethanac Road and Trumble Road would provide access to the Project site and Ethanac Road would continue to serve as the primary evacuation and emergency access route within the area, as designated in the City of Perris General Plan Safety Element Figure S-1. During construction activities associated with the proposed on- and off-site improvements, traffic lanes located immediately adjacent to the Project Site may be temporarily closed or controlled by construction personnel. However, this would be temporary and emergency, access to the Project Site and surrounding area would be required to be maintained at all times. Additionally, all construction staging would occur within the boundaries of the Project Site and would not interfere with circulation along Ethanac Road, Trumble Road, or any other nearby roadways. The proposed improvements would not impede or interfere with the evacuation plan. Therefore, there are no significant impacts that would occur and no mitigation measures are required.

XVIII. TRIBAL CULTURAL RESOURCES

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a)	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is?				
	i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or?	☐	☐	☐	☒
	ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

a)

i. **No Impact.** Red Tail Environmental prepared a Phase 1 Cultural Resources Investigation that confirmed that the Project Site does not contain any features or resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. The records search data indicate that the potential to encounter buried artifacts of Native American origin at the site is low, given the lack of water and bedrock outcrops typically associated with Native American resources within and near the Project Site. To date, only a single prehistoric archaeological site has been identified within 0.9 mile to the south of the Project Site. Red Tail Environmental also requested a Sacred Land Search for identifying sacred or religious sites within or in the vicinity of the current project area. The California Native American Heritage Commission's response was negative. They had no data on any known sites in the area. Therefore, the Proposed Project would not cause a substantial adverse change in the significance of a tribal cultural resource that is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). No impact would occur and no mitigation measures are required.

ii. **Less Than Significant with Mitigation Incorporated.** California Assembly Bill (AB) 52 was approved by Governor Brown on September 25, 2014. AB 52 specifies that CEQA

projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the project. AB 52 identifies examples of mitigation measures that will avoid or minimize impacts to a Tribal Cultural Resource. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California PRC, relating to Native Americans.

In addition to AB 52, Senate Bill (SB) 18 requires a city or county to consult with the Native American Heritage Commission (NAHC) and any appropriate Native American tribe for the purpose of preserving relevant Traditional Tribal Cultural Places prior to the adoption, revision, amendment, or update of a city's or county's general plan, specific plan, or designating land as open space. SB 18 provides a new definition of Traditional Tribal Cultural Places, which requires that the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. In addition, SB 18 law also adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places. In this case, the Project does not require a General Plan Amendment, Specific Plan Amendment, or change in open space designations, the Project is not subject to the requirements of SB 18.

On August 6, 2024, the City of Perris conducted an AB52 consultation with the Pechanga Band of Indians. City staff provided information with a response deadline of August 22, 2024, but have not received any comments. The tribal consultation is now considered finalized. The following mitigations are required.

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

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

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

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

- An agreement that artifacts will be reburied on-site and in an area of permanent protection;
- Reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist;
- Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and

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

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

In the event ~~that arch~~aeological 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 will 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 Luiseño tribal representatives are not present, all reasonable measures will be taken to protect the resource(s) *in situ* and the City Planning Division and Luiseño tribal representative will be notified. The designated Luiseño tribal representative will be given ample time to examine the find. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts.

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

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

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

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

Mitigation Measure TCR-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 Luiseño 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 Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño 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 5097.98(e) and 5097.94(k)).

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

As discussed in Section 4.5 of this Initial Study, the project would be subject to mitigation measures **MM-CR-1 and MM-CR-2,** which would address potential impacts to tribal cultural resources that may be discovered during project construction activities With completion of consultation pursuant to AB 52 and SB 18, and implementation of mitigation measures **MM-CR-1 and MM-CR-2**, potential impacts to Native American tribal cultural resources would be less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Would the project:				
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, 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?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) **Less Than Significant.** Within the Project area, potable water is distributed, and wastewater is collected and conveyed, by the Eastern Municipal Water District (EMWD). Water to the Project vicinity is provided by water delivery pipes located within Ethanac Road. 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.

The EMWD provides wastewater services to approximately 239,000 customers within its service area 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. The Perris Valley Regional Water Reclamation Facility provides service to the area of the Project Site. The plant 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. The Proposed Project would connect to an existing sewer line along Ethanac Road to provide for sewer collection service from the EMWD.

Development of the Proposed Project would result in new impervious surfaces on-site. However, the Proposed Project includes one bioretention basin with a combined retention volume of 16,394 cubic feet, which would be located in the southern portion of the Project Site. As such, direct infiltration of runoff from impervious surfaces would be captured, treated, and discharged.

SCE provides electrical service to the project area. The Proposed Project would receive electrical power by connecting to SCE's existing power lines along Ethanac Road. The increased demand is expected to be sufficiently served by the existing SCE electrical facilities. Total electricity demand in SCE's service area is estimated to increase by approximately 12,000 Gigawatt hours between the years 2015 and 2026. As disclosed in Section VI, the increase in electricity demand from the project would represent an insignificant percentage of the overall demand in SCE's service area. The Proposed Project would not require the expansion or construction of new electrical facilities.

SoCalGas provides natural gas service to the vicinity and the Project Site. Therefore, the Proposed Project would receive natural gas from SoCalGas by connecting to the existing line along Ethanac Road. The existing SoCalGas facilities are expected to sufficiently serve the increased demand for natural gas. The commercial demand of natural gas is anticipated to decrease from approximately 81 billion cubic feet to 65 billion cubic feet between the years 2015 to 2035. Therefore, as disclosed in Section VI, the natural gas demand from the Proposed Project would represent an insignificant percentage of the overall demand in SoCalGas' service area.

The Proposed Project Site would be serviced by Spectrum and Frontier. Telecommunication services to the area will be via above ground connections from existing telephone lines and the Proposed Project would connect to existing telecommunication infrastructure along Ethanac Road, south of the Project Site. The Proposed Project is not anticipated to require the expansion or construction of new communications systems facilities.

The Proposed Project could also be serviced by Spectrum and Frontier for any landline or internet requirements. Telecommunication services to the area would be via above ground connections from existing telephone lines and therefore the Proposed Project would connect to existing telecommunication infrastructure along Ethanac Road. The Proposed Project is not anticipated to require the expansion or construction of new communications systems facilities.

Based on this information, the Proposed Project is not anticipated to require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction

or relocation of which could cause significant environmental effects. No significant adverse impacts are anticipated and no mitigation measures are required.

b) **Less than Significant Impact.** According to the 2020 EMWD Urban Water Management Plan, during a multiple dry-year period, the EMWD's total water supply is projected to be 184,700 acre-feet by 2040, while the total water demand is projected to be 184,700 acre-feet in the same year, resulting in neither surplus nor deficit. Therefore, EMWD's supplies are sufficient to meet demand within the district's service area. Furthermore, the Proposed Project is an allowed use within the Community Commercial land use area and would result in a water supply demand that was anticipated by the UWMP. The Proposed Project would generate a demand for approximately 4,667 gallons of water per day. Potential impacts would be less than significant and no mitigation measures are required.

On July 29, 2022, the Project Applicant submitted applications to EMWD for both water and sewer service. Upon receipt of a Will Serve letter (pending), building permits could be issued by the City for the Project. The Will Serve Letter that expired July 29, 2022, is in the process of being renewed.

c) **Less Than Significant Impact.** As discussed above, the Perris Valley Regional Water Reclamation Facility provides wastewater service to the area of the Project Site. The plant treats approximately 13.8 million gallons of wastewater per day and a daily treatment capacity of 22 million gallons per day with a build out capacity of 100 million gallons per day after master-planned expansions. The Proposed Project would generate approximately 2,676.9 gallons of wastewater per day. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d) **Less than Significant Impact.** Solid waste collection services within the City of Perris are provided by CR&R Environmental Services. Waste is first transported to the Perris Transfer Station and Materials Recovery Facility located at 1706 Goetz Road. After the waste is sorted, it is disposed of at a number of solid waste facilities, with the vast majority (95 percent) of solid waste in the City in 2019 disposed of at two landfills: the El Sobrante Landfill (84 percent) and the Badlands Sanitary Landfill (11 percent) (CalRecycle, 2023). These solid waste facilities have a combined remaining capacity of 151,777,170 tons. The Badlands Landfill is expected to close in 2026 while the El Sobrante Landfill has the capacity to remain open until 2051 (CalRecycle 2022).

The Project would generate solid waste requiring collection and disposal at landfill facilities. The City of Perris General Plan EIR determined that solid waste associated with buildout of the General Plan would not exceed regional forecasted demand and would be accommodated at the Badlands Sanitary Landfill and El Sobrante Landfills. The Proposed Project is consistent with the General Plan land use designation for the Project Site and development of the site with commercial uses has been anticipated by the General Plan. Based on existing facility capacity and consistency with the General Plan, it is anticipated that solid waste generated from the Proposed Project could be accommodated at the El Sobrante Landfill and the Badlands Sanitary Landfill. Therefore, the Proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the

project's solid waste disposal needs. No significant adverse impacts are anticipated and no mitigation measures are required.

e) **Less than Significant Impact.** In accordance with Section 5.408 of the CALGreen Code, at least 65 percent of the nonhazardous construction and demolition waste generated during Project construction would be recycled or salvaged. When operational, the Proposed Project would be required to comply with the City of Perris waste reduction programs, including recycling and other diversion programs to divert the amount of solid waste disposed of in landfills. The City of Perris precipitates with local collection programs for recyclables, such as paper, plastics, glass and aluminum, in accordance with local and State programs, including the California Solid Waste Reuse and Recycling Act of 1991. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

XX. WILDFIRE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a-d) **No Impact.** The Project Site is not located in or near any of the Fire Hazard Severity Zones (Moderate, High, Very High) within a State Responsibility Area. Also, as shown in the General Plan Safety Element Exhibit S-16 Wildfire Constraint Areas, the Project Site is

not located within the City's designated Wildlife Constraint area[14]. Therefore, the Proposed Project would not have any impacts related to wildfire and no mitigation measures are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c)	Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) **Less than Significant with Mitigation Incorporated**. The Proposed Project has the potential to impact nesting birds if construction occurs during the nesting season of migratory birds (generally February 1st and August 31st although the nesting season may be extended due to weather and/or drought conditions). The Proposed Project also has the potential to impact Crotch's bumble bee and borrowing owl during construction. Implementation of Mitigation Measures BR-1, BR-2, and BR-3, as provided in this Initial Study, would ensure that potential impacts to biological resources would be less than significant.

The Proposed Project has the potential to impact previously undiscovered cultural resources, paleontological resources, and Native American tribal cultural resources during ground disturbing activities. Implementation of Mitigation Measures CR-1, CR-2, and GS-2, as provided in this Initial Study, would ensure that potential impacts to cultural resources, paleontological resources, and Native American tribal cultural resources would be less than significant.

[14] https://www.cityofperris.org/GeneralPlan/SafetyElement. Accessed February 8, 2024.

b) **Less than Significant Impact with Mitigation Incorporated.** Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. As demonstrated by the analysis in this Initial Study, the Proposed Project would not result in any unavoidable significant project-specific environmental impacts. State CEQA Guidelines Section 15355 defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." The State CEQA Guidelines further state:

a. The individual effects may be changes resulting from a single project or a number of separate projects.

b. The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Potential development of the properties within the City of Perris General Plan Land Use Element Planning Area 9, which includes the Proposed Project site was evaluated by the City at a programmatic level in the General Plan EIR. The General Plan EIR found that implementation of the Land Use Element (which includes General Plan-consistent development of multiple fueling stations) could potentially result in cumulatively considerable impacts related to exceedance of South Coast AQMD air quality emission thresholds due to the potential for the entire City and individual projects to exceed applicable South Coast AQMD thresholds. Similarly, the General Plan EIR found that impacts related to noise would be cumulatively considerable. Potential impacts to I-215 and SR-74 would be significant and unavoidable and cumulatively significant. Therefore, the City of Perris adopted Overriding Considerations for unavoidable adverse cumulative impacts in the areas of air quality, noise, and traffic. No other impacts were considered cumulatively considerable.

As discussed in this Initial Study, the Project's construction-related and operational air quality emissions would not exceed the South Coast AQMD's thresholds of significance. The South Coast AQMD is the regulatory agency governing air quality, health risks, and greenhouse gas emissions considerations relevant to the Project. Per South Coast AQMD guidance, less-than-significant impacts at the project level are not cumulatively considerable or cumulatively significant. Additionally, the Proposed Project would not cause a substantial increase in ambient noise levels. Pursuant to the 2018 update to the State CEQA Guidelines, level of service and congestion may no longer be used to evaluate

traffic and transportation impacts under CEQA. However, the transportation impacts of the Project would not exceed the current thresholds of significance.

The surrounding proposed land uses that are adjacent to the Proposed Project site are a travel center (CUP 22-05002 and CUP 22-05003) with automobile and truck fueling that is consistent with the existing land use and zoning designations for that site, and a proposed warehouse (DPR 22-0030) that requires a General Plan Amendment and Zone Change. The Draft EIR for the Ethanac Logistics Center project did not consider this project since it was proposed after the Ethanac project was proposed. However, the Draft EIR for the Logistics Center concluded that the project combined with any others proposed at the time, would result in unavoidable significant impacts in the areas of VMT requiring that the City adopt Overriding Considerations when certifying the EIR for the project.

The Proposed Project as evaluated herein would potentially result in Project-related localized biological resources, cultural resources, tribal cultural resources, paleontological resources, hazards and hazardous materials, and noise impacts that could be potentially significant without the incorporation of mitigation. Thus, when coupled with the similar impacts related to the implementation of other related projects throughout the broader project area, the Project would potentially result in cumulative-level impacts if these significant impacts are left unmitigated. Mitigation measures recommended for the Project include the following:

Aesthetics:

Impacts related to aesthetics at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. However, Section 4.1 recommended mitigation measure AES-1 to minimize potential construction lighting impacts. Therefore, potential cumulative impacts related to this topic would be less than significant.

Biological Resources:

The analysis provided in Section 4.4 found that no individual impacts to sensitive species or migratory birds would occur; therefore, the project could not contribute considerably to regional impacts on such species. The Crotch's Bumble Bee has been determined to have a moderate potential impact to occur on site. It was also found that potential impacts to burrowing owls and nesting birds would be less than significant with implementation of the project-specific Mitigation Measures BR-1 through BR-3, and adherence to existing regulations. The project would have no other impacts on biological resources and would not result in localized or regional cumulative impacts.

Cultural Resources and Tribal Cultural Resources:

Loss of on-site archaeological resources could reduce or eliminate important information relevant to the County of Riverside and the City of Perris. Impacts related to cultural resources were found to be potentially significant and require mitigation to reduce to less than significant levels; therefore, the Project could contribute considerably to significant localized cumulative impacts in this topic area. The Project-specific mitigation would reduce potential project-specific impacts to archaeological resources and to buried human

remains to less than significant levels. Implementation of these Mitigation Measures CR-1 and CR-2 would eliminate any potential loss of important local archaeological information or human remains that may be buried under the project site; therefore, the proposed project would have no contribution to a cumulative loss of important local or regional archaeological knowledge.

Geology and Soils:

Impacts related to geology at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Impacts related to paleontological resources were found to be potentially significant and require mitigation to reduce to less than significant levels. Potential impacts to paleontological resources would be less than significant with implementation of Mitigation Measure GS-1. Therefore, the Proposed Project would have no contribution to a cumulative loss of important local or regional paleontological knowledge. As such, no cumulative impacts related to this topic would occur.

Tribal Cultural Resources:

The analysis provided in Section 4.18 related to Tribal Cultural Resources identified that despite the previous disturbances of the project site and developed nature of the project area that may have displaced or submerged archaeological resources relating to Tribal Cultural Resources on the surface, it is possible that intact tribal cultural resources exist at depth. Project-specific mitigation would reduce potential project-specific impacts to archaeological resources and to buried human remains to less than significant levels. Incorporation of Mitigation Measures TCR-1 and TCR-2 would ensure that potential impacts to buried Tribal Cultural Resources are less than significant through requirements for evaluation, salvage, curation, and reporting.

With the incorporation of mitigation identified herein, the Project's localized impacts would be reduced to less than significant levels and would not considerably contribute to cumulative impacts in the greater project region. Additionally, these other related projects would presumably be bound by their applicable lead agency to (1) comply with the all applicable federal, state, and local regulatory requirements and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less-than-significant levels.

Although cumulative impacts are always possible, by incorporating all mitigation measures outlined herein as part of approving the Proposed Project, would reduce the Project's contribution to any such cumulative impacts to levels that are not cumulatively considerable. The Proposed Project would be an allowable use under the existing General Plan and zoning designations for the site. It would be subject to the development standards established therein. The Proposed Project is consistent with the land use and population projections included in the current General Plan. The Proposed Project was therefore part of the EIR analysis prepared for the General Plan and the City adopted Overriding Considerations for unavoidable and adverse impacts. Therefore, with the incorporation of

mitigation identified in this document and in the General Plan EIR, the Project would result in individually limited, but not cumulatively significant impacts.

c. Less than Significant with Mitigation Incorporated. Based on the analysis of the Project's impacts in the response to Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, and Noise have been evaluated and found that the development and operation of the Project would result in less than significant adverse effects on human beings, either directly or indirectly. The City of Perris Draft EIR policies, standards, guidelines, and proposed mitigation measures as provided in this Initial Study would ensure that the Proposed Project would have no substantial adverse effect on human beings, either directly or indirectly on an individual or cumulative basis.

SECTION 4
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